TAKE NO PRISONERS! Hannah, Glover & LaPorte Duel

IND
34485

MOTOCROSS ACTION MAGAZINE

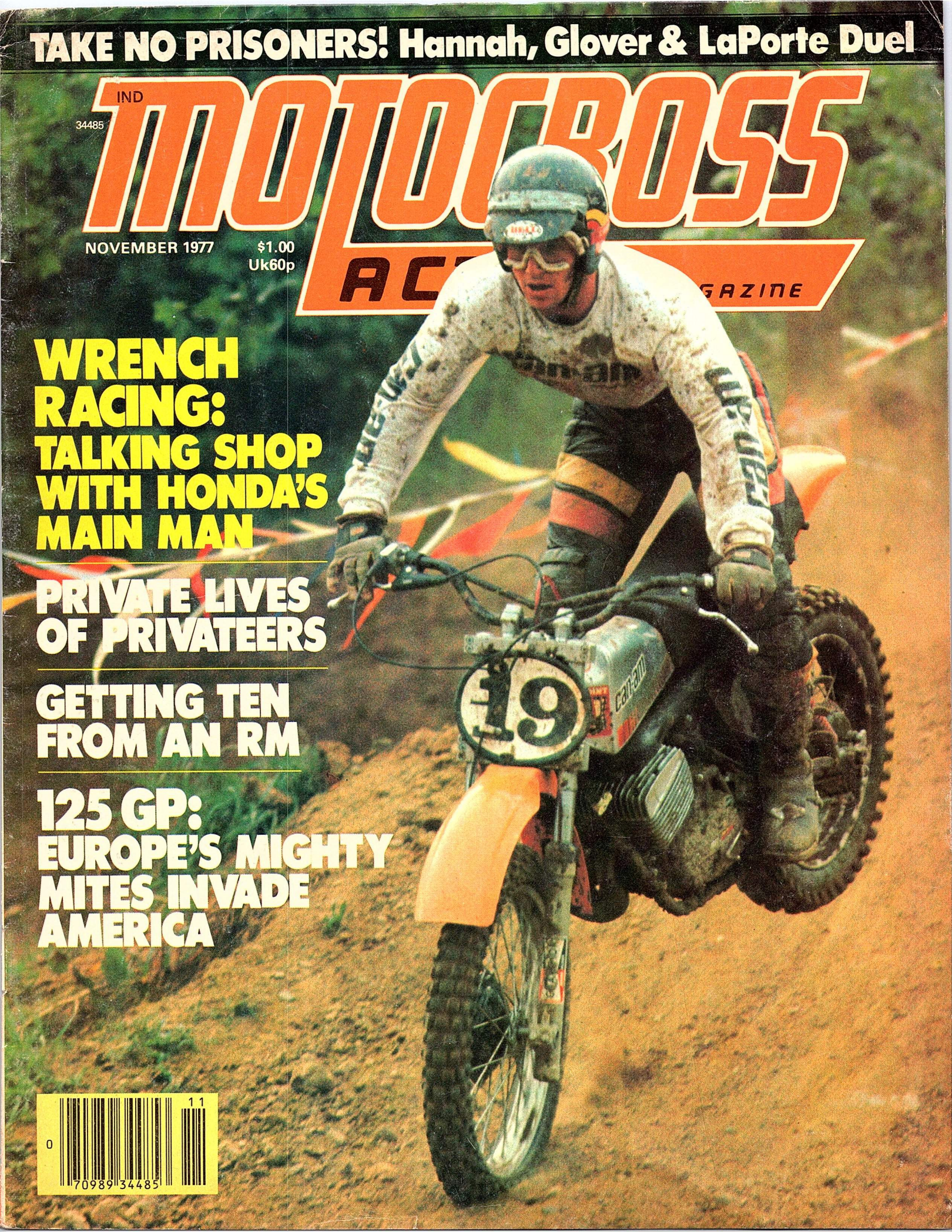
NOVEMBER 1977 $1.00 Uk60p

WRENCH RACING: TALKING SHOP WITH HONDA'S MAIN MAN

PRIVATE LIVES OF PRIVATEERS

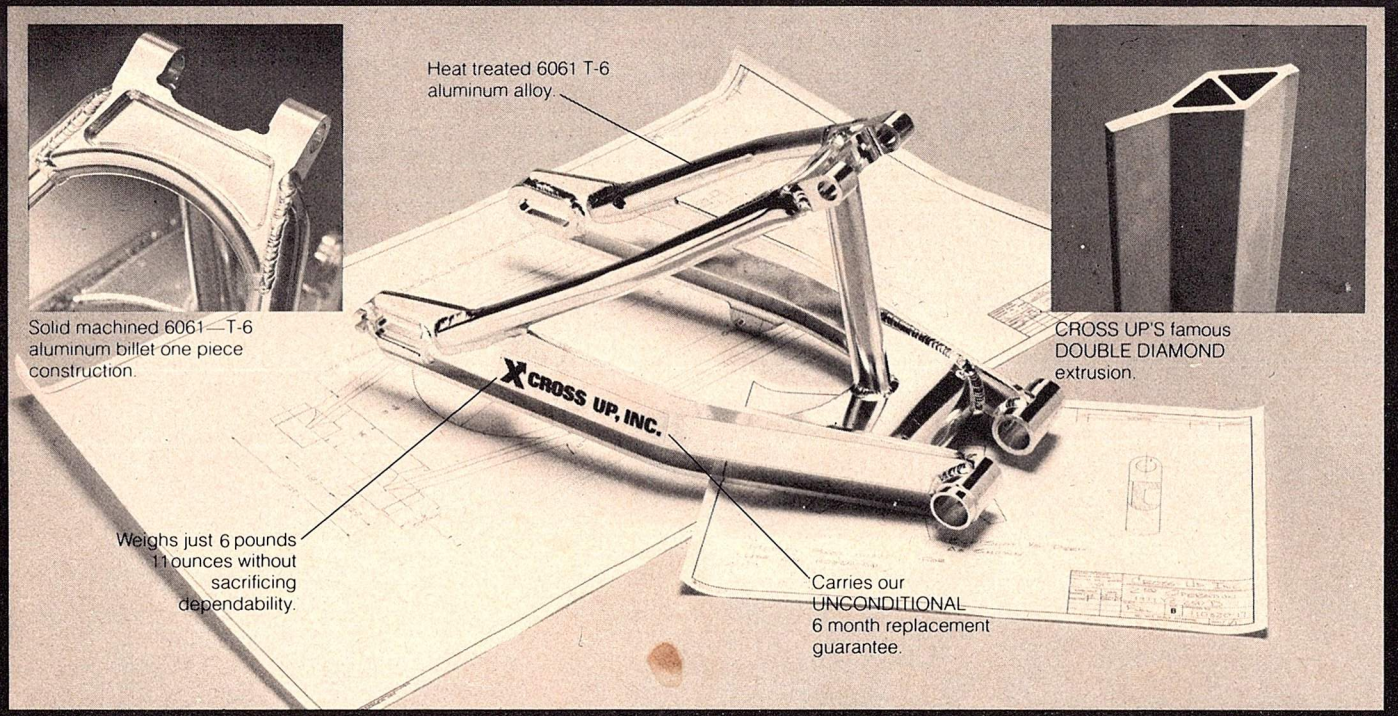
GETTING TEN FROM AN RM

125 GP: EUROPE'S MIGHTY MITES INVADE AMERICA



0 70989 34485 11

XCROSS UP can do.


Heat treated 6061 T-6 aluminum alloy.
Solid machined 6061—T-6 aluminum billet one piece construction.
CROSS UP'S famous DOUBLE DIAMOND extrusion.
XCROSS UP, INC.
Weighs just 6 pounds 11 ounces without sacrificing dependability.
Carries our UNCONDITIONAL 6 month replacement guarantee.

Any Yamaha mono shock owner can tell you. Winning with a stock swingarm is a real problem.

The "FLEXI—FLYER" is what they call it. A stock swingarm with too much flex. A stock arm on a hot bike that has more flex than tolerable and throws more chains than most racers care to admit.

In April of 1977, John Blum sat down at his drafting table to tackle a problem that the factory didn't solve—to design a lightweight swingarm that doesn't flex, bend or break.

Naturally, John started with his super strong, lightweight "DOUBLE DIAMOND" aluminum extrusion. He eliminated all phoney bracing. The uprights that were used are positioned to maximize vertical strength by becoming an integral part of the lower structure. The upper shock yoke is machined from solid billet stock, not a cast or hollow part.

The entire project was completely scraped four times during the long months of R & D. John stated from the very beginning, "that if CROSS UP can not build a unit that will eliminate *all* the present problems, then CROSS UP will not build a mono arm." Well, John Blum, you've done it again. CROSS UP. The best!

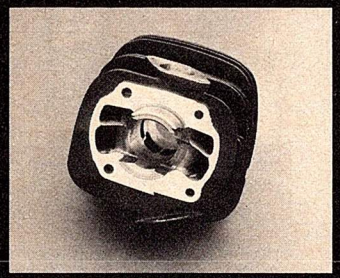
MODELS & PRICES

XR-75	$110
RM-80	$110
YZ-80C	$110
YZ-80D	$110
CR-125	$145
RM-100B	$145
RM-125B	$145
RM-250/370 B&C	$145
TT-500	$145
KX-125	$145
KX-250/400	$145
HD-250	$145
YZ-125	$165
YZ-250/400 X&C	$165
YZ-250/400D	$165
KTM-250/400	$165

LOOK FOR THESE NEW MODELS WHICH WILL BE AVAILABLE SOON

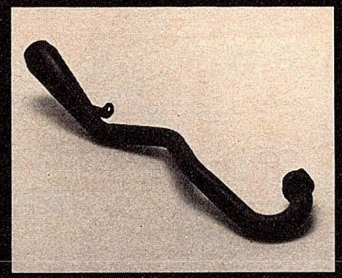
Bultaco-250
Can-am-250
CR-250
Husky-250/360/390
KTM/Penton-250/400
Maico-AW
Moto Islo-250

X "PARTS FOR PROS"

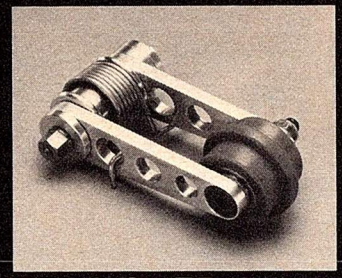


PORTING Add to your power band like no other porting can with CROSS UP's new tunnel velocity port. Definitely the highest quality port work around. Available in stages for beginner to pro. Call for your tunnel velocity appointment and price today. 100cc kits available.

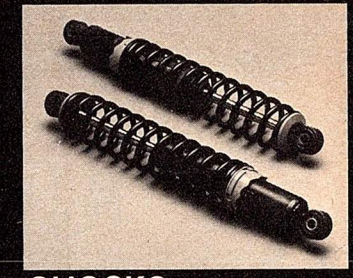
UP PIPE All bends are hand formed for maximum exhaust flow. This unique CROSS UP, INC. design greatly increases power in all ranges. Tuned for maximum output of your engine. Available for the 1976 CR 125, RM A & B 125, YZ 80 and YZ 125 mono. Comes complete with all hardware. Prices start at **$55.**



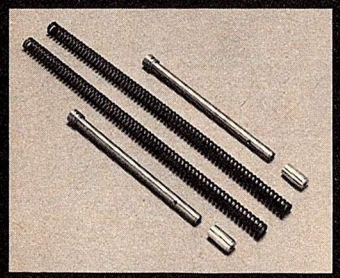
TT-500 PIPE Complete pipe weighs just 3 pounds—over 10 pounds less than the stock system. Provides freer engine breathing for 20% horsepower increase. Routes in tight to the engine for pipe and leg protection. **$55.** With silencer **$65.**



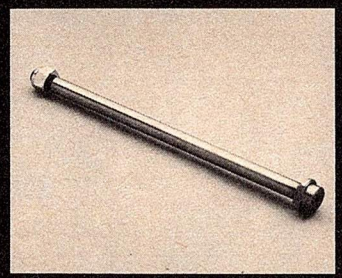
TENSIONER You can't buy a better chain tensioner. Beautifully designed, superbly engineered and proven durable in the last Baja 1000. Sealed ball bearing urethane roller. O-ring lubricant retention, stainless steel spring, heat treated aluminum arms and spring drum. The best. **$38.**



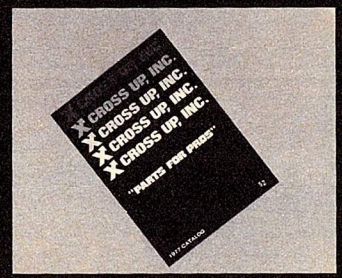
SHOCKS CROSS UP, INC. evaluates the S&W long travel freon cell shocks as one of the top shocks on the market today. Long wearing, these shocks are available in all popular lengths with springs to match. Prices start at **$90.**



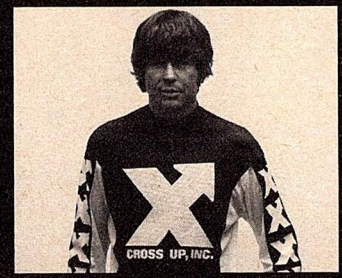
FORK KIT The AL BAKER R&D fork kit is the best on the market to date. The kit offers a full 9 inches of travel, a must with long travel swing arms. Available for all 125 Hondas and all RM and RM A&B Suzukis. All hardware included. **$60.**



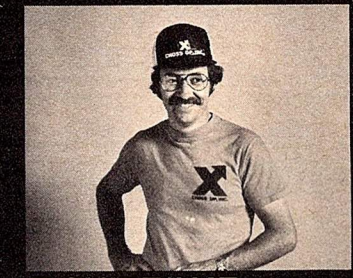
AXLE An axle that only CROSS UP could design and produce. Made out of heat treated tubular 4130 chrome moly to fit the CR-125 and RM 250-370A. This axle allows for no unnecessary flex and breakage is virtually unheard-of. Definitely the strongest, lightest and most indestructible axle on the market. **$20.**



CATALOG Finally our 1977 catalog is off the press. It's packed with the complete line of CROSS UP products. Items you don't see in our ads and new ones we don't have room for. It's the only catalogue you'll need this year. **$2.**



JERSEY Our new jersey is now more eye catching than ever. Striking black and white design on durable, lightweight, full vented 100% nylon. Black knit cuffs and collar. Small, medium, large and extra large. **$16.**



T-SHIRT/HAT Our shirt and hat are well made bearing the logo that can make you famous. The T-shirt is available in all sizes and various colors and is made of 100% cotton—**$5.50.** Our hat features a large bill, cool mesh top, adjustability and washability. Definitely a nice working, comfortable hat that does what it's supposed to do—**$4.50.** We are now offering the CROSS UP, INC. T-shirt/hat combination for **$9.** Sorry, no phone orders on T-shirts and hats.

ORDER TOLL FREE 800•854•0117

X CROSS UP, INC.

MINIMUM PHONE ORDER $20. DIAL 714-636-3301 FROM CALIFORNIA. DEALER INQUIRIES INVITED.
CROSS UP, INC., 11781 CARDINAL CIRCLE, GARDEN GROVE, CALIFORNIA 92643.

No Place For Second Best

To be a champion in international motocross, a rider must not only outperform the competition, but consistently finish among the leaders. That's why Honda, Suzuki, Kawasaki, Maico and Bultaco factory teams demand Bel-Ray MC-1 Two-Cycle Racing Lubricant for their engines.

This totally unique synthetic lubrication system is specially formulated to mix at higher gas-oil ratios of 50:1 and 80:1. It clings to hot engine parts with the highest film strength in the industry, reduces friction for maximum horsepower and runs cooler. MC-1 eliminates fouled plugs and power-robbing carbon deposits which can load up engines at the starting line. Engines come off the line clean . . .and stay clean . . .all the way to the checkered flag.

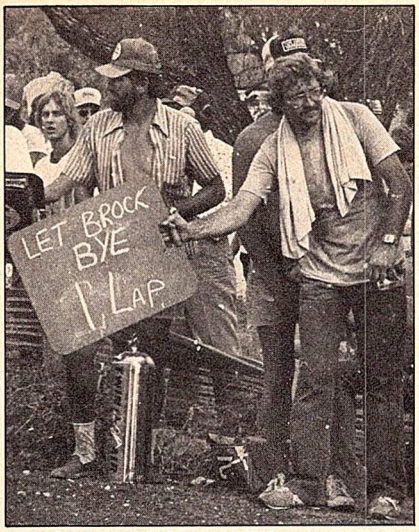
If you're serious about coming in first, don't settle for second best. Get Bel-Ray MC-1. The same product used by world and national champions.

BEL-RAY
mc-1
TWO CYCLE RACING LUBRICANT
BEL-RAY
mc-1
TWO CYCLE RACING OIL
The ultimate in racing oils . . . no power-robbing carbon deposits or plug fouling. Engines run cooler, longer and better.
This carton contains six 1 pint bottles.
MC-1

BEL-RAY
TOTAL PERFORMANCE RACING LUBRICANTS

Bel-Ray Company, Inc.
Motorcycle and Automotive Lubricants Division
P.O. Box 526, Dept. K31
Farmingdale, NJ 07727
(201) 938-2421 Telex 132476

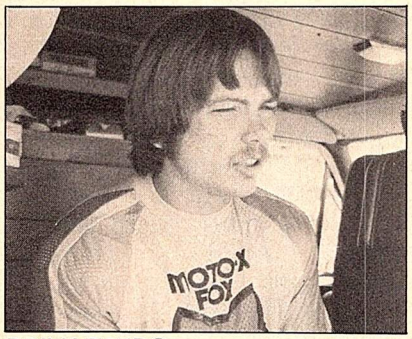
Western Office
14670 Firestone Blvd.
Suite 410, Dept. K31
La Mirada CA 90638
(714) 522-0581 (213) 921-1055



TAKE NO PRISONERS

ITALJET MINIS

GETTING TEN



PRIVATEERS

MOTOCROSS ACTION MAGAZINE

NOVEMBER 1977

VOLUME FIVE
NUMBER ELEVEN

Bikes

26 ITALJET MM5B & M5B
The smallest motocrossers

Sport

25 SWISS 125 GRAND PRIX
Rahier and Rond race
30 UNITED STATES 125 GRAND PRIX
Three's the charm for Gaston
36 NEW SOUTH WALES CHAMPIONSHIP
Dicing with the wallabies
38 TAKE NO PRISONERS
The 125 National Championship wrap-up

Features

22 THE HIGH COST OF RACING
So you think you got it bad
46 RIDER OF THE YEAR PRESENTATION
Bob Hannah gets trucked
54 GETTING TEN FROM AN RM
Save your pennies to earn inches

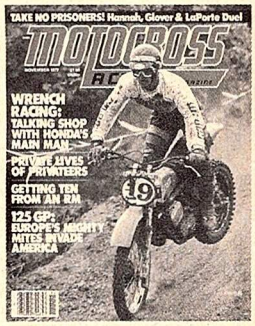
People

50 THE PRIVATEERS
Meeting the motocross majority
58 STEVE WHITELOCK
Talking shop with Brad Lackey's mechanic

Regular Stuff

6 MAINJET
8 JODY'S BOX
10 DIRT
16 WINGNUT
18 MAIL ENTRIES
20 TRICKS FROM THE TRADE
74 BERMSHOT

NEXT ISSUE ON SALE NOVEMBER 10


TAKE NO PRISONERS! Hannah, Glover & LaPorte Duel
MOTOCROSS
WRENCH RACING: TALKING SHOP WITH HONDA'S MAIN MAN
GETTING TEN FROM AN RM
125 GP's: SUZUKI'S MIGHTY MITES INVADE AMERICA

COVER: Can-Am's Jimmy Ellis graces the cover in a graceless moment of universal self-doubt. Of course he saved it. That's why he's a factory rider. Photo by Jimmy "The Greek" Gianatsis.

MOTOCROSS ACTION (Nov. '77) is published monthly (semi-monthly in March and May) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $9.00 for 12 issues (one year). Remittance of additional $3.00 entitles subscribers to receive the Motocross Trans-AMA and Motocross Champions Specials. Foreign $2.00 per year additional for postage (Canada add $1.00 per year). Copyright © 1977 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self-addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. MOTOCROSS ACTION MAGAZINE, P.O. Box 317, Encino, California 91316.

MOTOCROSS ACTION MAGAZINE

Editor
DICK MILLER

Managing Editor
JODY WEISEL

Art Director
LARRY BROWN

Assistant Editor
DENNIS COX

Contributing Editors
PETE SZILAGYI
JIM GIANATSIS

Test Consultants
AL BAKER
LANCE MOOREWOOD

Production Editor
GEORGIA McCLAY

hi-torque PUBLICATIONS INC.

President and Publisher
WILLIAM R. GOLDEN

Vice President
JACK UNDERWOOD

Advertising Director
JEFF SUMNER

Editorial Director
MIKE KERLEY

Production Director
LEW ROTH

Public Relations/ Promotions Director
RITA GRANT MILLER

National Circulation Director
LOUIS J. WEISS

Circulation Manager
JOAN DILLON

Executive Art Director
MAURICE GOLDMAN

Advertising Coordinator
GAIL BERKE

Business Manager
S.F. GREEN

Customer Relations
NANCY PAYNE

EDITORIAL & ADVERTISING OFFICES
Hi-Torque Publications, Inc.
16200 Ventura Blvd.
Encino, California 91436 (213) 981-2317

ADVERTISING REPRESENTATIVES

THE PATTIS GROUP

INTERNATIONAL PUBLISHERS REPRESENTATIVES

LOS ANGELES: Bob McLean
Suite 717
1800 N. Highland Avenue
Hollywood, CA 90028
(213) 462-2700

CHICAGO: Jack Sackley
4761 Touhy Avenue
Lincolnwood, IL 60646
(312) 679-1100

NEW YORK: Mel Cikk
485 Madison Avenue
New York, NY 10022
(212) 355-4000

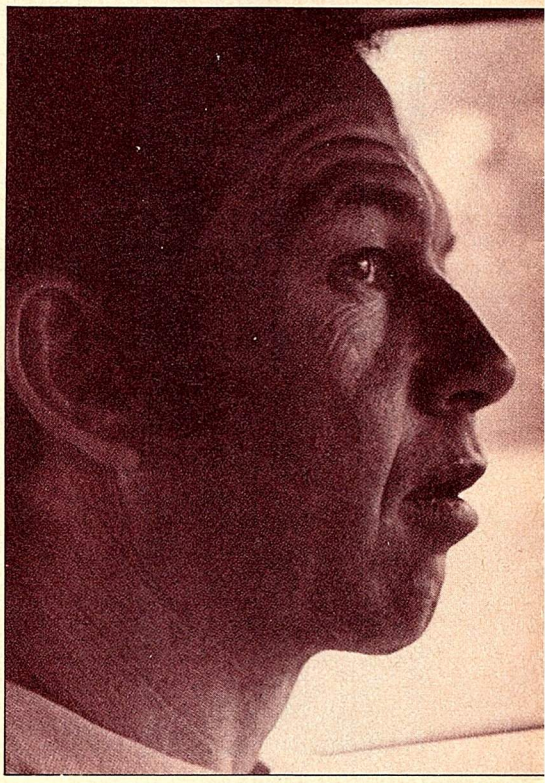
MIAMI: Ed Hirsch
12901 S.W. 64th Court
Miami, FL 33156
(305) 665-6263

CANADA: Sam Adelman
3285 Cavendish Blvd.
Montreal, PQ H4B2L9, Quebec
(514) 482-1454

LONDON: Mike Angeli
Eastgate House, Onslow Rd.
Walton-on-Thames
Surrey, KT125AZ, England
(093 22) 25524

On The Mainjet

By Dick Miller



☐ Some days you know right off that you should have stayed in bed. Well . . . the day before we were to present Bob Hannah with his new Toyota mini-truck for winning MXA's Rider of the Year Award was one of those days — but before it was over a couple of guys salvaged it for me.

Toyota has been selling so many of their trucks that I didn't take delivery of the one we were to present to Bob until five days before the event. We had a lot to do to it and not much time to get it done.

I had made prior arrangements to have the truck painted and lettered, but because of taking a late delivery, we had to change plans. "Just Customs," a firm which specializes in tricking out mini-trucks and Pintos, came to our aid and said they could get it done in time. With some maneuvering by Dennis and myself, we got the truck down to their Huntington Beach plant and made plans for Jody to pick it up in three days, since he lives near there. In the meantime, I gathered the rest of the parts we were to install on it so that we could really jam on it when we got it back.

It was Friday morning when Jody pulled into my driveway with the truck, and Dennis was right behind him. My son Rick was delegated to help with the project and be the "gopher" for any parts we would need. The truck came from Toyota with a bright yellow paint job to match Hannah's Yamaha, and as I walked around it to check out the custom paint and stripping, I noticed right off that something wasn't right. Before I could speak Jody said, "You won't believe this, but one of the summer helpers at Just Customs backed our truck into another one when he went to move it, and wrecked the tailgate. They had to take a tailgate off another new truck and paint it, so they didn't have time to stripe the truck or install the tonneau cover."

Hannah would be able to have it done later, but I had wanted it to look good for the presentation so I was really disappointed, but it wasn't the end of the world . . . yet! Dennis, Rick and I started to mount the rest of the stuff on the truck while Jody (probably sensing impending disaster) said he had pressing business elsewhere. We had the whole day to install all of the Jackman off-road stuff and the KC Hi-lites. I had made prior arrangements for the Tarzana Mark C. Bloome store to mount the tires onto the Jackman steel-spoke wheels at noon, so we did as much as we could till then.

I followed Dennis and Rick to the tire place at the designated time and left them with the truck while I went to pick up a banner. As might have been expected, the banner came out wrong, and since there was no time to make another I went back to Mark C. Bloome's to see how the tire/wheel switch was going . . . it wasn't! Alex, one of the managers, was doing it personally, and he had the wheels off and the tires off the rims before he discovered that we had six-lug Jackman wheels and five-lug Toyota hubs! All was not lost. A quick call to Dick Horasian at Jackman in El Cajon, California, gave us hope, since he thought he could locate a proper set of Jackmans somewhere near us. Jackman's plant was 160 miles away from where we were. Two hours and several calls later, Dick said that we were out of luck, locally, for a set of wheels, but that he had some there if we could pick them up. They closed at 5:00 and it was now 3:00. Two hours and 160 miles compute to 80 mph without tickets, so we passed and asked if he could ship them

up by Greyhound. He called back after checking and said that a bus was leaving at 3:40 from San Diego and he thought he could make it. Another phone call an hour later verified it, and he told me the shipping number and said that I was supposed to be able to pick them up in the Los Angeles terminal after 7:30 p.m.... all right! Things were starting to shape. Dennis, Rick and I went home and finished installing the roll bar, bumpers and lights. When we bought the truck from Toyota they threw in their new 40-channel CB with a prototype antenna, so there was little for us to do to the interior.

Rick had to leave early, since he was racing at Indian Dunes. On Friday nights in the summer, AME has night motocross, and you have to get there fairly early because of the large turnout. Dennis and I finished up the truck before dark, and the only thing left was the wheels. I told him I'd get the wheels taken care of, so he left to meet his date. Alex, the manager at Mark C. Bloome, told me that if I could get the wheels to him before nine p.m. he could still do it.

I drove the 30 miles into downtown L.A. and pulled into the Greyhound bus station at 7:30 on the dot. The space at the back of the building is for Package Express, and as I walked in and took a number to be waited on I noticed all the posters calling attention to the benefits of shipping Greyhound. There were two people in front of me who took about 20 minutes to be taken care of. Some woman seemed to be shipping her whole life to Tulsa, Oklahoma. When it came my turn the clerk asked me in broken English to write my name on a slip of paper. I estimated his nationality to be Indonesian from his name tag and accent, but whatever, he didn't seem to have a very good command of English. I told him I had a shipping number, but he just pointed to the paper and said to sign my name. He then took the paper and compared it to a stack of papers in the "M" slot of a type of mailbox. He shook his head and said, "It hasn't come in yet, next bus," and then called the next number. I tried to explain that I knew it was there somewhere, but he was through with me and was already waiting on the next customer. The next customer, a woman, was told the same thing after the same procedure. She started to argue too, but he wasn't listening. Frustrated, she told me that a friend had sent her some theatre tickets for "The Wiz" on a 5:30 bus from Santa Barbara (125 miles), and the show started in half an hour. After a few minutes of futile gestures and comments to the clerk, she left. I climbed over the counter and started looking for the wheels — figuring I'd get some help if someone tried to stop me. Three baggage handlers sitting in a corner commented that I wasn't union and shouldn't be back there. By this time I was pulling baggage off the conveyor belt that came out of a hole in the wall from somewhere and was stopped by an electric eye. It didn't take long for them to complain to the clerk at the desk, who then asked me to get on the other side of the counter. He said, "Go door 29." While a whole bunch of other people were being told "next bus," I wandered off in search of door 29. I finally found it, upstairs in the main terminal, and it was one of the exit doors for passengers to board the buses. I stood inside door 29 for a few minutes, wondering what to do next. All that was there was an empty bus stall. Just as I was about to leave a voice rang out from

Continued on page 71

YZ-80 E GYT KIT

Increase Power & Performance New Barrel, Porting, Piston, Rings, Gaskets, Large Jetted 26mm Carb. Big Reed, Machining, A.J. Jersey, T-Shirt.

$237.95

Plus Postage & C.O.D.

RACING PRODUCTS

13860 Milbank St.
Sherman Oaks, CA 91423
(213) 784-4772
Art Whiting Ent. Inc.

(2 Weeks Delay on Personal Checks)

3 NEW TRICKS FOR SUZUKI RM'S

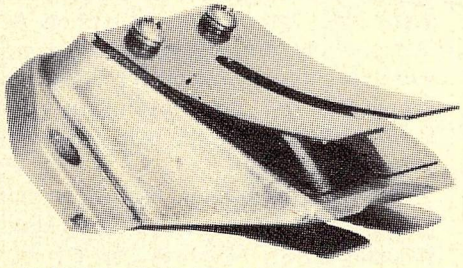
"Proven in the 125 U.S.G.P."

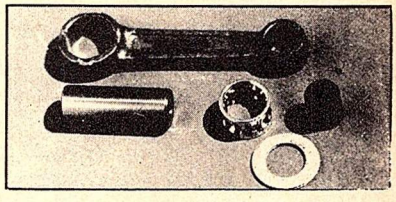
R&R

WORKS CRANKSHAFT MODIFICATION

★ Greatly Increases Efficiency of Fuel Transfer Into Cylinder

★ Increases Power At All RPM's ★ Improves Reliability





SUPER HI-VOLUME 4 PETAL REED FOR ALL SUZUKI RM'S

★ 35% More Intake Area
★ Low Resistance Fiber Petals
★ Greatly Increases Horsepower Torque Throughout RPM Range

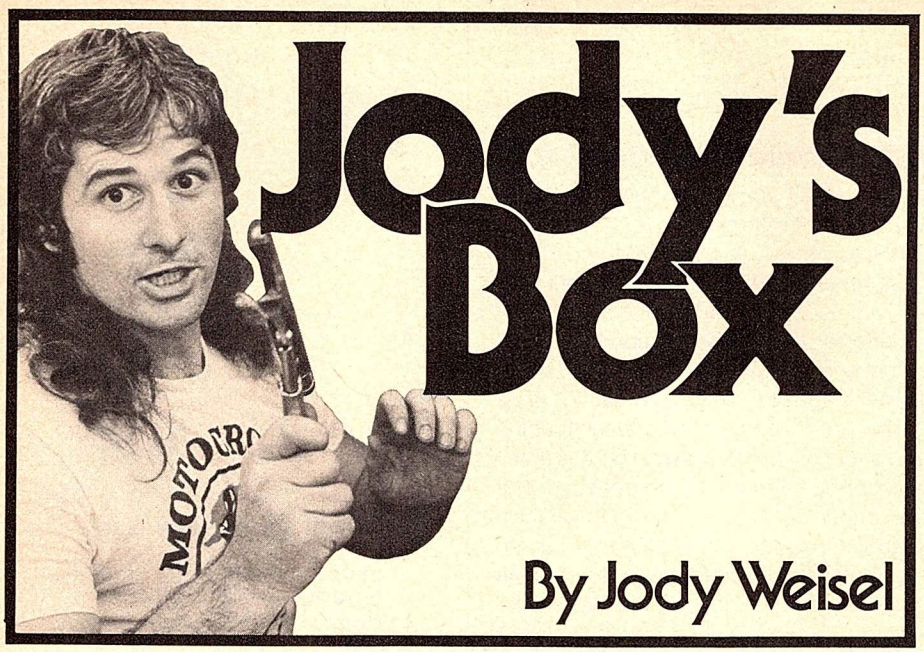
RM125B HEAVY DUTY ROD KIT

★ Increased Oiling
★ Larger Bearing Surface
★ Greater Tensile Strength
★ Silver Plated Bearings And Thrust Washers

TO ORDER — CALL OR WRITE TODAY

R&R M-11 **208 W. 1st ST. DANVILLE, ILL. 61832**

FAST **U.P.S. SHIPMENTS 217-442-3165**



Jody's Box

By Jody Weisel

☐ Next year the AMA is considering passing a rule that riders' shirts must be tucked in. Although this smacks of Vice-Principal Morris Brecker down at old Central High School, it is in fact a very good rule. First of all, it has a safety aspect to it that cannot be overlooked. Machines with whirrling chains and spinning wheels are apt to grab hold of just about anything loose. But the major reason I like this rule is that motocross, more than any other sport, has a unique and imaginative mode of dressing. Our public image as a sport can be greatly enhanced by dressing in the maximum zoot-capri high-fashion moto gear.

Personally, I like to wear only the trickest stuff. I'm always testing a new product, set of goggles, leathers, jersey, gloves or boots so my opportunity to look upper-crust is ensured. I wear Bill Walters nylon leathers. They are comfortable and long-lasting and Bill custom-fits them to my rather gorilla-ish body. Bultaco sends me a set of Heckel boots every year in shiny blue and yellow. Regardless of rumors and negative vibes from my friends, they are the strongest and safest thing I could wear. I wear JT Racing pads and jerseys, a Bell motostar, Tony D. socks and gloves, a Gold Belt and a variety of goggles.

What I have discovered over the years is that the products I wear are not that much greater than their competitors. At one time the spread in quality was pretty immense, but nowadays the sophistication of the motocrosser has forced every manufacturer to update their goods. On any given day I could be wearing Jim Davis, Torsten Hallman, Malcolm Smith, Webco, Electro, Premier or Full House equipment without the least bit of a problem.

So if the AMA wants me to tuck my shirttail in next year, it won't be any trouble, 'cause I never let my shirttail hang out.

The human body is a veritable billboard of signs and symbols. The clothes we wear, the decoration we add on, the colors we choose and the gestures we use are signals to the rest of society. They project who we are, with whom we associate, and how we will act. Fashion consciousness is more than a cosmetic; it is an ego-builder, support-giver, reference group identifier and subculture protector.

When the Europeans came to America in 1971 wearing Jofa rockguards on their faces they were in "high fashion," but now every motocrosser owns one or two Jofas. Thus they are out of fashion. As fashion-conscious motocrossers we are very lucky that the motorcycle press did not pick up on John Banks at the 1973 British Grand Prix — he was wearing a vegetable strainer.

Unfortunately for me, I knew John and his vegetable strainer and showed up at Chicken Licks Raceway in Denton, Texas, the next weekend wearing a spaghetti colander on my face. None of the boorish slobs I raced with at the time knew anything about European high fashion and laughed me off of the track. But we fashion plates don't give up easily.

When Roger DeCoster traveled the 1974 Trans-AMA circuit wearing a white jumpsuit in practice, I was the first one out for practice at Chicken Licks MX Park the next Sunday. I was unable to find a white jumpsuit in time, so I borrowed my father's light blue leisure suit. Again, the uncouth crowd I hung around with thought I was a riot to look at, and kept asking me where my white shoes and belt were.

Not all "high fashion" in the MX world originates in Europe. When Brad Lackey's CZ sported a stuffed dove on the handlebars back in the early '70s, I was back at Chicken Licks with the closest I could come to a stuffed peace dove. It was a mackerel that my Uncle Bill caught on a fishing trip to Canada. For once they didn't laugh. I thought that finally my loutish friends were learning about racing fashion, but later they said that they were just struck dumb by the sight of a 14-pound fish strapped to the handlebars of my Chay-Zed. Struck dumb was not the right choice of words. I suggested born dumb.

For me being avant-garde was extremely difficult, considering that my riding partners liked to dress in sweatshirts that said "Get Serious" on them, wore Dick Mann Replica lace-up linesman's boots and wouldn't consider wearing one of them "silly-looking" duckbill visors. The first day I showed up wearing a snap-on face mask they started calling me Jesse James and asked if I was on my way to rob a bank somewhere. The biggest blow to my pride was that whatever I wore, it didn't make me go any faster. I was still being beaten by my friend Bernie — who wore a pair of jeans, an AJS sweatshirt, black rubber goggles and a plain helmet pushed back on his forehead. My CZ was faster than his AJS, I dressed better, I was a lot flashier, but week in and week out Bernie would put it to me.

Off the track Bernie was the perfect example of Lord Fauntleroy. He dressed in neatly pegged Levi's, button-down-collar shirts and pointy-toed shoes that we called *Tangerines* in my neighborhood. On the track Bernie was a mess, but in real life he was the neatest, best groomed guy on the prom committee. I, on the other hand, was the best dressed racer at Chicken Licks Raceway and adjoining tracks, but looked like I'd been dragged through a Goodwill box on the way to school.

It became obvious to me later that to Bernie, racing was simply recreation from his main occupation of being cool, while for me racing was my main occupation, and the rest of the time was recreation. Sitting at home one evening rebuilding a non-rebuildable Girling shock, I had a brainstorm that would allow me to beat Bernie. I put the plan into action the next day at school.

Continued on page 72

PHASE 2
JT FOAM AIR FILTER
First dual-layered American air filter ever to win all four (4) national motocross titles, the 500cc World Championship, and the rugged Baja in the same year. Proven unbeatable in 1977, Phase 2 has gone to the winners circle more than any other air filter this season. Look at the results — Winners like Mikkola, Hannah, LaPorte, Wolsink, Smith, Weinert, Stackable, Glover, Bell, Roesler and Johnson, DiStefano, Howerton, Wise and Reid. Teams like Yamaha, DG, Suzuki, FMF, Honda, Husqvarna, Kawasaki, Maico and Bultaco. Try winning for a change — TEAM PHASE 2
Heikki Mikkola 1977 500cc World Champion — TEAM YAMAHA
Broc Glover 1977 125cc National Champion — Team Yamaha
Tony DiStefano 1977 250cc National Champion — Team Suzuki
Marty Smith 1977 500cc National Champion — Team Honda
Bob Hannah 1977 Supercross Series Champion — Team Yamaha
1977 Trans AMA Series — Team Phase Two

Available from your favorite dealer.

Yamaha 1977
- YZ-80 D&E ..... $ 6.30
- YZ-250, 400 D&E and IT 250-400E $12.75
- YZ-125 D&E, IT 175E $11.75

Suzuki 1977-78
- RM 80 B&C (Foam Only) ..... $ 2.95
- RM 125 B&C $12.05
- RM 250-370 B&C $12.05

Honda 1977 CR 125 (Foam Only) ..... $ 8.15
Husqvarna 1977-78 (all) $12.75
Maico AW 1977-78 (all) $12.05
KTM 1977 (all) $12.75
Bultaco 1977 (all) $10.40
Ossa 1977 ..... $12.05
Kawasaki KX 125, 250-400 ..... $12.05
Montesa Cappra VB 250-360 ..... $12.75

JT Action Oil
(The Original)
Available in pints and quarts

Pints $2.95
Quarts $4.95

ALL NEW COLOR CATALOG FOR 1977 — $2.00

COUPON

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

MODEL _____ ENGINE SIZE _____ YEAR _____

ACTION OIL PT. _____ QTS. _____ AMT. ENCLOSED _____

☐Master Charge ☐American Express ☐BankAmericard # _____

Exp. Date _____. Send Money Order to avoid delay in shipping. Calif. residents add 6% sales tax. Will ship COD same day. All foreign orders add 10% shipping charges and must be prepaid in U. S. currency. For Super-fast delivery call us un-collect (714) 479-9696.

JT Racing Imports, Box 10, Bonita, CA 92002

NOV. MXA **Dealer Enquiries Invited**

Dirt

By Holbert Holquist

125s IN CANADA

The week after the United States 125 Grand Prix, the international circus traveled to Mosport, Ontario, Canada, for the Canadian Grand Prix. Since Gaston Rahier had wrapped up his third World title in Ohio, the edge was off the riding. Most of the Americans passed up the Canadian round, with the exception of Team Honda's Warren Reid and Texans Jimmy Martin and Mike Jones.

The win went to Yamaha rider Andre Massant, although a moral victory was won by young Reid, who came close to taking the overall. Reid won the second moto and was third in the first, but Gaston Rahier pulled off while closing on Massant in second. Had Rahier passed Massant, and there is little doubt that he would have, Reid would have been the second American to win a 125 Grand Prix. But Rahier dropped out, and Belgian countryman Massant took the overall with a 1-2 score over Reid's 3-1.

* * *

CALIFORNIA'S FAVORITE RACE

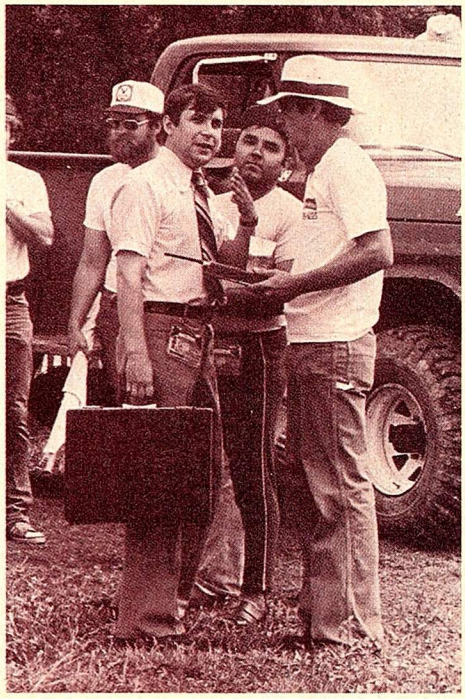
What is California's most popular race track? If you are thinking about all of the alphabet organizations that abound on the coast such as AMC, CRC and AME, you are wrong. With the National riders and hard-core racers, Saddleback Saturday is the favorite race. Yes, Virginia, Californians race on Saturday.

Saddleback Saturday offers the pro riders an opportunity to race 40-minute motos on a well-prepared track, by SoCal standards, in an easy, laid-back atmosphere. Unlike the hectic six-lap affairs with the bigger and more expensive spreads, Saddleback Saturday gives you a lot of riding and a good time. If you're headed west for a vacation, put Saturday on your calendar.

* * *

DOING HOMEWORK

A recent article in the *L.A. Times* told about the police purchasing six dirt bikes to patrol mountainous sections of off-road vehicle violations. Cost: $12,938. The article added that the purchase is an outgrowth of a project in which policemen, *on their own time* and using their bikes and paying their insurance, rode the mountain trails and issued warnings and citations, according to the city. Maybe it seems as strange and suspicious to you as it does to me about the priorities of these volunteer policemen



125cc USGP promoter, Pete Weidner (wearing hat), is being told by the Russian team manager and mechanic that he must take down all the other nations' flags or include the missing Russian banner, or there will be no Russians racing. As luck would have it, the local Ohio woman Pete had making all the flags took seriously ill and the Russian flag was the only one missing when they took her away in the ambulance. With no alternative, Pete took down all the flags except the FIM's. He had the American scene covered with a very tall Uncle Sam carrying the Stars and Stripes.

For all those people who want to know how to accurately measure rear wheel travel, Al Baker demonstrates. First, measure the extended length from the axle to the edge of the fender. Then climb aboard and collapse the shock and measure again. We went from 22 inches to 12 inches, giving Jody's RM ten inches of travel.

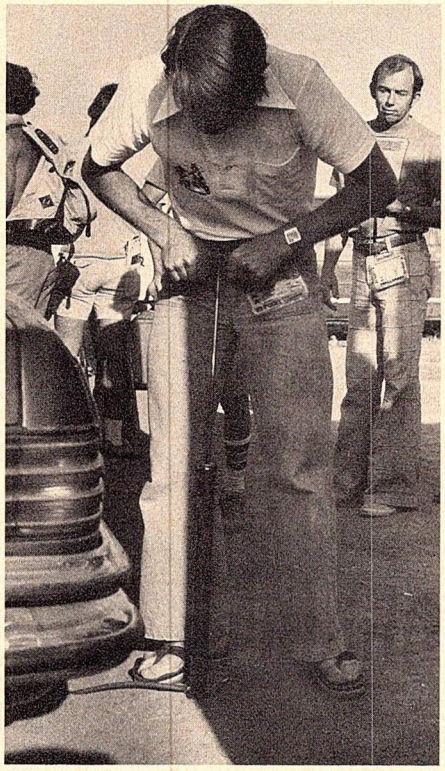
in this day and age of "pay me for what I do" society. At least the police have found a way to ride somewhere close to home!

* * *

DECOSTER SIGNS A NEW CONTRACT

Roger DeCoster has signed with Yokohama tires to do all of their development work for the next year. It is also expected that Roger will use Yokohoma tires exclusively on his race bikes. Tire selection is normally left up to the rider. The Japanese tire companies have begun to engage in a serious all-out effort to build a better tire. Roger obviously has faith.

* * *



Roger DeCoster not only had a bad day on the track at the USGP, but when he got ready to go home the tire on his Mercedes went flat. No problem for the RD. Dick Miller keeps a healthy distance away from the work in the background.

* * *

ONE CHAMPION SCUTTLED

The AMA's plan to have only one motocross champion in America named from a combined 250/500 series has been scuttled in favor of a revised National schedule. The new plan is still in

Top competitors insist on Sun

Competition Wheels and Rims

Leading U.S. and European champions ride on Sun Competition Alloy Rims. Designed for today's high horsepower, they have mud-free shape for better performance in Moto Cross, Enduro, ISDT and cross country events. Sun Rims are American made from heat treated alloy, properly fitted for all competition cycles. They are original equipment on several models.

Spherically drilled spoke holes make trueing easier and eliminate weak spots found in dimpled or punched rims. Drive pin holes (pins sold separately) and lock mounting holes give you anti-slip security.

For the choice of the top competitors, ask your dealer for Sun Competition Alloy Rims.

Super Sun Rims are distributed by:

Torsten-Hallman Racing
Addison, IL Columbia, MD El Cajon, CA

Hi-Point Accessories
Lorain, OH Sacramento, CA Amarillo, TX

Iron Horse
Houston, TX

Webco, Inc.
Venice, CA

Malcolm Smith Racing Products
Riverside, CA

Flat Track Sizes:
H. J. Products
South Bend, IN

CLASS B AMA MEMBER
MTA MEMBER
MIC MOTORCYCLE INDUSTRY COUNCIL
Sun

Sun Metal Products, Inc.
P.O. Box 778
Warsaw, IN 46580
Phone 219-267-3281

Learn at Home! Be a **Motorcycle Mechanic**

SEND FOR FREE FACTS! • Make good money in cycle shop or start home business. Learn motorcycle repair for only a few dollars a month.

Name _____ Age ____

Address _____

City _____ State _____ Zip _____

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
4500 Campus Dr., Dept FEOA, Newport Beach, CA 92663

When you ride down the trail, don't burn down the trees.

If you have an approved spark arrester on your bike, leave it on.

All models in stock and ready for delivery.

Complete line of MX, Trials, Desert and TT equipment.

Parts and accessories.

Quick/fast Mail-Order anywhere.

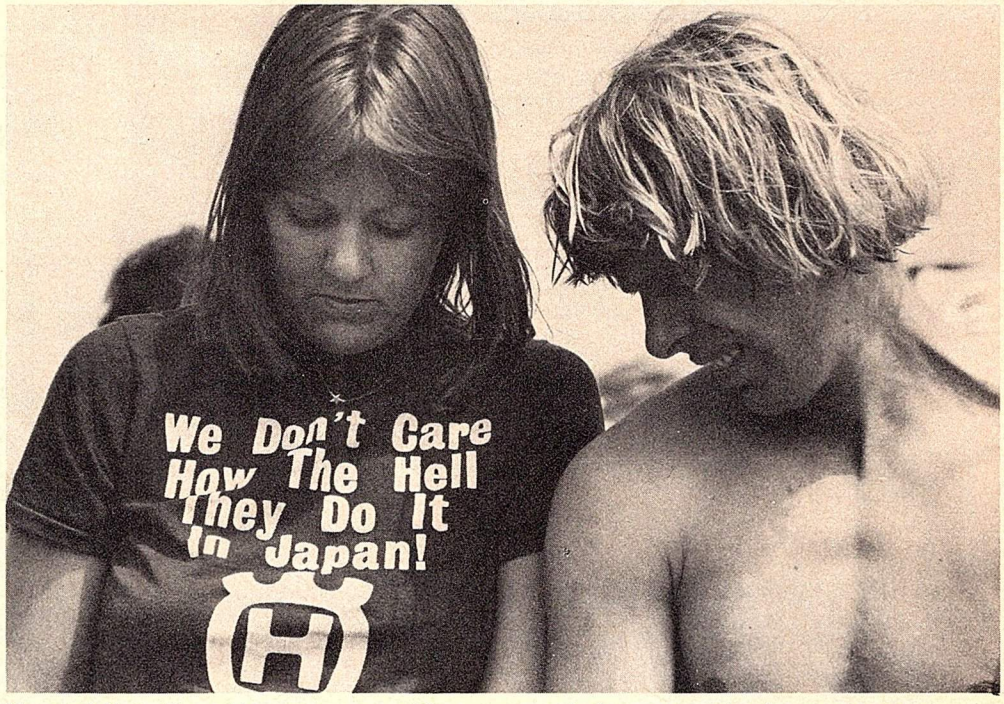
Complete machine shop service.

Send $1.00 for catalog and decal.

STEVE'S BULTACO
7627 Van Nuys Blvd.
Van Nuys, CA 91405
(213) 780-6300 (213) 994-7468

Steve's Van Nuys 91405 CA

Dirt



Mr. and Mrs. Kent Howerton are either extremely interested in the message on her T-shirt or her navel.

NOW AVAILABLE!
THE 1978
DIRT BIKE
CALENDAR

12 FULL COLOR ACTION POSTERS
In their own inimitable, trick way, the editors of DIRT BIKE have really done it!! Order yours early . . . give one to a friend. ONLY $1.50.

DIRT BIKE CALENDAR MX5-11
P.O. Box 317, Encino, California 91316. Enclose $1.50 plus 50 cents postage & handling for each calendar ordered. Make checks payable to Hi-Torque Publications.

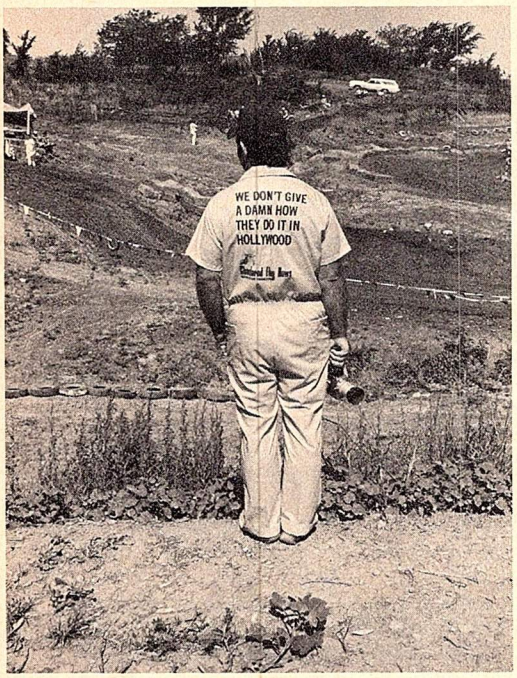
NAME _____
ADDRESS _____
CITY _____
STATE _____ **ZIP** _____

the early stages of development, but is rumored to include a return to the double Nationals, ala Hangtown. The double Nationals will give the spectator a better show because they will see the top riders in two classes instead of just one class. Purses will be raised slightly, and at the end of the day 40 riders will take home a large share of the pie.

* * *

BELDING PROMOTED

If you have been hankering for that factory ride that has eluded you all these years, just follow Jim Belding's lead. Belding is the promoter of the highly successful Saddleback Saturday races. He is also a good open class racer, but not quite as good as his personal pit chair would have you believe.



Well, for one thing, in Hollywood they use larger motion picture cameras.

HUSKY DROPS THE WHEELIE KING

Colorado's Arlo Englund was dropped from Team Husky for financial reasons. Although Husky was satisfied with Englund's performance on the 390 Automatic and 125 Husky, they felt that their budget was stretched too thin to continue to support him.

Arlo won the Evel Knievel wheelie contest, beating E.K. himself on his special KR750 Harley-Davidson wheelie bike. Arlo used his trusty 250 motocrosser.

* * *

STACKABLE MAKES IT TO EUROPE

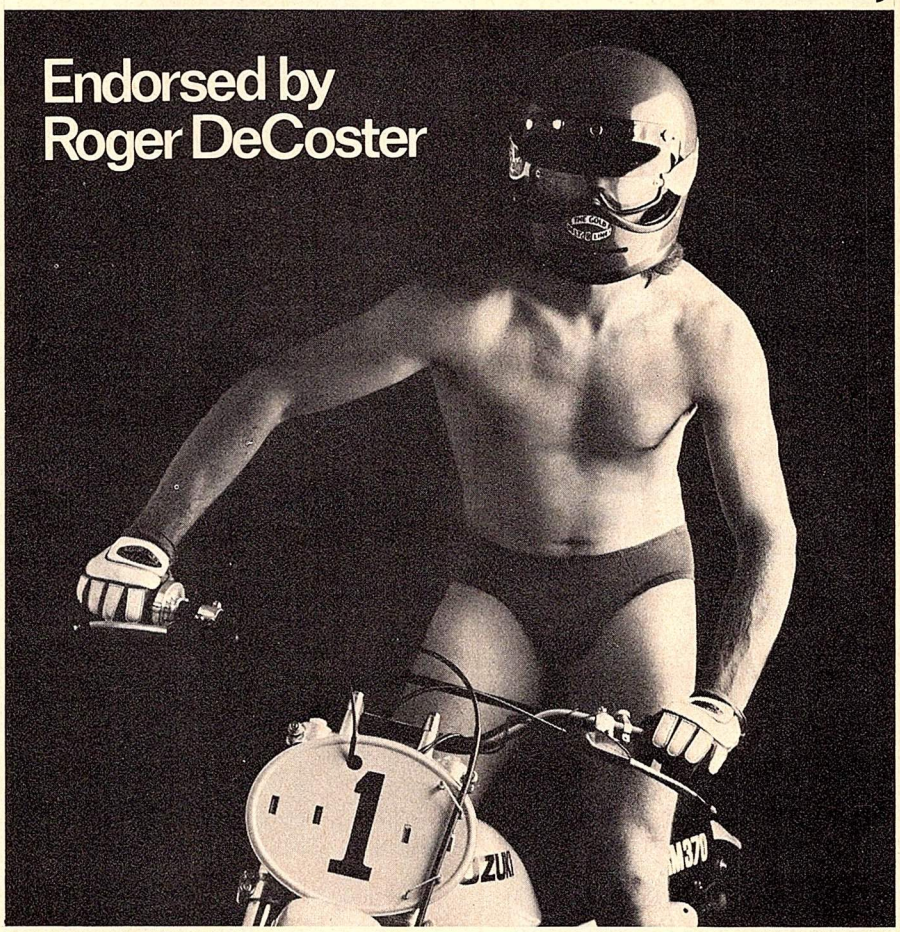
Austin, Texas' Steve Stackable has been named to replace Jimmy Weinert on the Motocross and Trophee des Nations teams for this year's round of international races. Weinert broke his arm out at Saddleback a few weeks ago and will be unable to attend. Maico-sponsored Stackable finished third in the National Championship standings last year in both the 250 and 500 classes.

* * *

GASTON AND HEIKKI COMING

Gaston Rahier, Suzuki's three-time 125 World Champion, will ride the Trans-Am circuit this year. Gaston normally spends his winters in Australia winning everything in sight, but this year he wants to prove

Underneath it all,



WINNERS™ help winners win.

Winners are a revolutionary new design in action support underwear from the makers of the world famous Gold Belt.

Made of 100% machine washable cotton, Winners give you support and comfort without binding, creeping or chafing. Winners are available in brown, beige, red, dark blue and light blue. Winners. From Gold Belt Line, the first name in quality competition products.

THE GOLD BELT LINE, INC.®

THE GOLD BELT LINE, INC., P.O. Box 69129, Los Angeles, Ca. 90069

DISTRIBUTORS
Full House, 1511 Alum Creek Dr., Columbus, Ohio 43209
Malcolm Smith Racing Prod., 888 Marlborough, Riverside, Ca. 92507
Lynn Wilson M.C. Spec., 20211 Prairie Ave., Chatsworth, Ca. 91311
Rocky Cycle Co., Inc., P.O. Box 1431, Sunnyvale, Ca. 94086
Fox Distributing Inc., 701 109th St., Arlington, Texas 76001
Cycle Parts Dist. Inc., 2300 E. Douglas, Wichita, Kansas 67214

Hand Enamelled Buckles #'s R & S only in Red, White & Blue and 14 Kt. Gold Plated. $5.95 ea.

Any Pewter Buckle $4.00 ea.

3/$10.00

Specify Either Antique Solid Pewter (Silver) or Antique Brass Finish (Gold).

Genuine leather belts (black or brown) **$5.00**

1¾" width, oil tanned & waxed (sizes 26-46)

Add 50¢ for postage & handling for each item ordered.

Color Catalogue of over 250 Styles—$1.00

ALL BUCKLES FIT ANY ½" to 2" BELT

Also Available Special Club and Organization Buckles; Send for Details

Send To: Alliance American Arms

P.O. Box 638, Dept. Midtown Sta., N.Y., N.Y. 10018

Money Back Guarantee

N.Y. Residents Add 7% Sales Tax. MX

Enclosed $___ ☐ Check ☐ M.O. Model #____

Name____

Address____

City____ State____ Zip____

☐ Master Charge ☐ Visa ☐ American Exp.

Inter Bank #____ Card #____

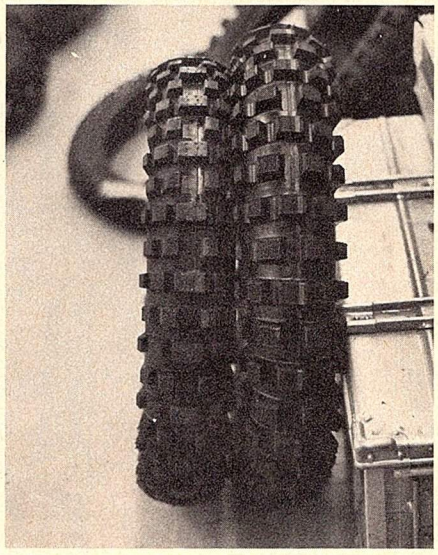
Signature____ Exp. Date

Dirt

that he can ride the big bikes. Gaston will join Roger DeCoster and Gerrit Wolsink on Suzukis for the complete series.

Heikki Mikkola may ride two or three Trans-Ams before heading for Japan to do testing. Heikki won a Trans-Am event in 1974.

* * *



Will the real 17-inch tire roll away.

METRIC OR ERRATIC

The two tires in the picture are both new 17-inch rear wheels. If you are as confused as we are, then you should take a closer look. The tire on the left is a 5.00x17 Trelleborg. The tire on the right is a 5.00x17 Metzeler. We hope that this has cleared up your confusion about which tire is the real 17-incher.

Pat Richter and Chuck Tannlund.

FOXY RIDERS

Pat Richter and Steve Wise, who finished fifth and seventh in the 125 National standings, have been joined by semi-Moto-X Fox-sponsored rider Mark Barnett. Barnett finished sixth in the National standings. This gives the Fox team not only the first three privateers, but also makes it the team with the most riders in the top ten.

Moto-X Fox will also be supporting Wise and Richter in the Trans-Am Support class. Look for them when they come to your town.

* * *

FINAL 125 NATIONAL STANDINGS

1. Broc Glover Yam 240
2. Danny LaPorte Suz 240
3. Bob Hannah Yam 227
4. Warren Reid Hon 169
5. Steve Wise Hon 158
6. Mark Barnett Suz 133
7. Pat Richter Suz 128
8. Gary Ogden Suz 120
9. Chuck Sun Hus 92
10. Jim Weinert Kaw 88

Which one is the real Aki? One of these men is actually Billy Grossi's Suzuki mechanic and the other a visiting bank president.

CHRISTMAS IS COMING

This holiday season be good to yourself, and your friend(s)
Give the gift that will "arrive" all year long.

GIVE 'EM
MOTOCROSS ACTION MAGAZINE

And take advantage of our special Christmas Savings 12 times a year.

Your subscription- 12 issues ONLY $9.00 (24 issues-$17.00)
Your friend(s) subscription-12 issues ONLY $7.50 (24 issues-$14.00)

Remember, to take advantage of our Special Christmas Savings.
All gift subscriptions must be accompanied by a regular subscription.

(allow 8 weeks delivery)

---

yours

MOTOCROSS ACTION magazine

P.O. Box 317, Encino, California 91316

I wish to subscribe to MOTOCROSS ACTION
☐ 12 Issues ONLY—$9.00
☐ 24 Issues ONLY—$17.00
(Please enclose a check or money order with each subscription). Canadian subscriptions add $1.00 per year for postage and handling, other foreign add $2.00 per year.

Name _____
Address _____
City _____
State _____ Zip _____

---

gift

MOTOCROSS ACTION magazine

PLEASE SEND MY FRIEND A GIFT SUBSCRIPTION

P.O. Box 317, Encino, California 91316
☐ 12 Issues ONLY—$7.50
☐ 24 Issues ONLY—$14.00
(Please enclose a check or money order with each subscription). Canadian subscriptions add $1.00 per year for postage and handling, other foreign add $2.00 per year.

Name _____
Address _____
City _____
State _____ Zip _____
Please sign the Christmas gift subscription
_____

---

gift

MOTOCROSS ACTION magazine

PLEASE SEND MY FRIEND A GIFT SUBSCRIPTION

P.O. Box 317, Encino, California 91316
☐ 12 Issues ONLY—$7.50
☐ 24 Issues ONLY—$14.00
(Please enclose a check or money order with each subscription). Canadian subscriptions add $1.00 per year for postage and handling, other foreign add $2.00 per year.

Name _____
Address _____
City _____
State _____ Zip _____
Please sign the Christmas gift subscription
_____

---

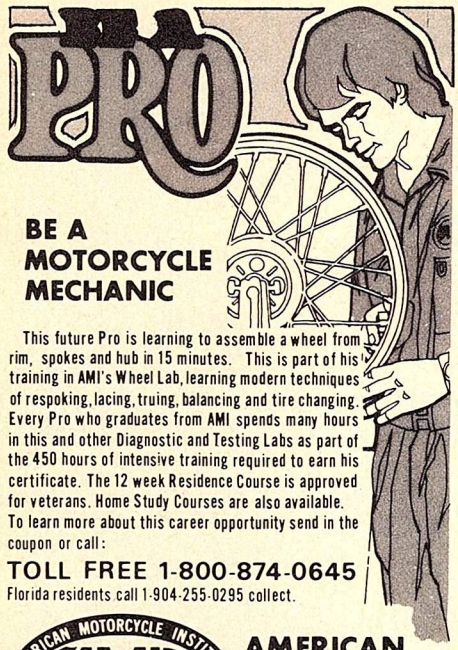
gift

MOTOCROSS ACTION magazine

PLEASE SEND MY FRIEND A GIFT SUBSCRIPTION

P.O. Box 317, Encino, California 91316
☐ 12 Issues ONLY—$7.50
☐ 24 Issues ONLY—$14.00
(Please enclose a check or money order with each subscription). Canadian subscriptions add $1.00 per year for postage and handling, other foreign add $2.00 per year.

Name _____
Address _____
City _____
State _____ Zip _____
Please sign the Christmas gift subscription
_____



BE A MOTORCYCLE MECHANIC

This future Pro is learning to assemble a wheel from rim, spokes and hub in 15 minutes. This is part of his training in AMI's Wheel Lab, learning modern techniques of respoking, lacing, truing, balancing and tire changing. Every Pro who graduates from AMI spends many hours in this and other Diagnostic and Testing Labs as part of the 450 hours of intensive training required to earn his certificate. The 12 week Residence Course is approved for veterans. Home Study Courses are also available. To learn more about this career opportunity send in the coupon or call:

TOLL FREE 1-800-874-0645
Florida residents call 1-904-255-0295 collect.

AMERICAN MOTORCYCLE INSTITUTE

1445 SKYTROOPER ROAD DAYTONA BEACH, FLA 32014
77-11-21

SEND MORE INFORMATION TO

NAME _____ AGE _____
STREET _____
CITY _____
STATE _____ ZIP _____
PHONE (___) _____ VET _____

No. 17-A
DG PERFORMANCE SPECIALTIES INC.

rod kit CR125 and RM125B

INCLUDES:
ROD, ROD PIN,
ROD BEARINGS,
THRUST WASHERS
and COMPLETE INSTALLATION
INSTRUCTIONS

CR125 104-403-00-0
RM125B 345-403-00-0

$29.95

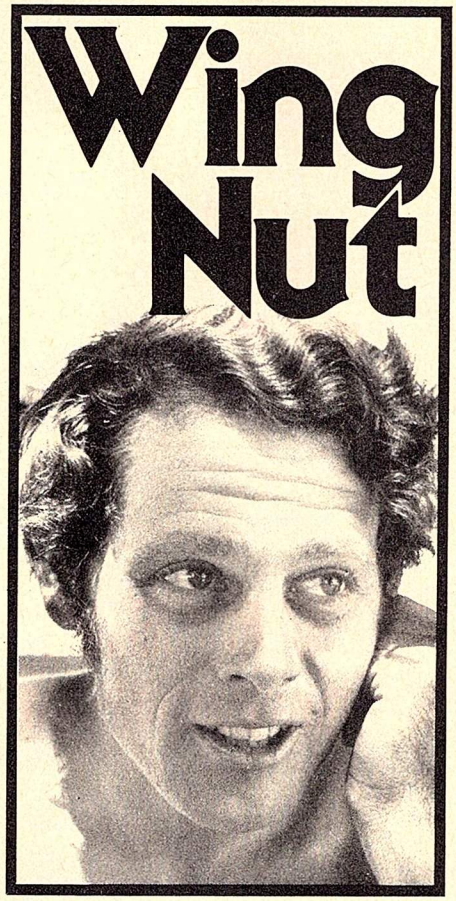
Made to DG's exacting race team specs

Book of Tricks

Order your copy of DG's catalog today! You'll find many more goodies to increase your "go". $2.00

1170 VAN HORNE • ANAHEIM, CA 92806 • 714/630-5471

Wing Nut



By Al Baker

SOFT CYLINDERS?

Are Suzuki RM cylinders softer than most? I mean, I take pretty good care of my 250A, but I just can't keep the cylinder and pistons from wearing out in no time! I'm presently on a .060-inch overbore with a Wiseco piston and I don't even ride it that much. First I used Bel-Ray at 40:1, then Pennzoil at 32:1, then Blendzall at 32:1, and now I am going to try Golden Spectro as per your advice in the September issue of MXA. Are all RM cylinders this bad, or is mine extremely soft? I can't afford to feed it all these pistons or overbore it all the time. Would it be worth the 85 bucks for a new cylinder now, or would I have the same problem all over again?

Also, I know you mentioned getting 11 inches of travel from RM forks ("with a little machining"), but you didn't elaborate on this idea. I now get almost 11 inches of travel in the rear of my bike with S&W shocks, but the forks, even with your fork kit, don't seem on an equal level with the rear. I want to fix my suspension now to be as good as the best for the next couple of seasons without having to continually upgrade it.

I really appreciate all your time, advice and column space.

Ed Dohrmann
Teaneck, New Jersey

It's always been my feeling that Suzuki cylinder liners were the hardest of all four Japanese brands. I port many cylinders in a week, and I always have the toughest time cutting the Suzuki liners; then, on the other hand, Suzuki's aluminum is the softest to cut and polish. Cylinder wear on our RM250A seemed to be at a minimum. Only after months of racing and testing did we have to bore it. I will admit we have had wear trouble with some synthetic two-cycle oils, although we're now having excellent luck with Spectro. I know the dirt in your area is very fine and silty, similar to some of our desert or sandy areas. Stock air filters have always been a big NO for these dusty or "wet sand" conditions. Leakage through this foam-type filter will wear out any moving part, no matter how much lubrication it has. My suggestion is to use a K&N filter to stop any size dirt particles in either wet or dry conditions. I think that the next time your cylinder needs a bore you're going to have to replace it. Try to use only original Suzuki pistons.

Eleven inches of fork travel was obtained on my RM250A forks when I cut the bottoms off my alloy fork sliders and extended them two inches, besides extending our kit rods two inches. The only reason it worked on this particular pair of forks is that they were adapted to my C&J Honda frame. The C&J frame allows you to mount the triple clamps closer together, so the tire has enough room to compress two inches farther than on a stock RM. It's not possible to put 11 inches into the stock RM forks while mounted on an RM because the steering will become extra-slow. If you want the latest long-travel front suspension, I'd recommend using the RM250C lower slider legs, and I'd have to make you a set of special damper rods to give your front end 11 inches. Keep in mind that if the front of your bike is raised up, the rear must be raised proportionately to retain the proper steering geometry.

Got a problem? Advice to the lovelorn? Bike worn out? Write Al Baker. These letters are real and the opinions expressed are those of Al Baker. Any similarity between these answers and those of patients in a mental hospital is purely coincidental.

PLUS PRODUCTS INC.

FOR THE FINEST IN CYCLE ACCESSORIES

A unique PERSONALIZED

WATCH

Send a photo of yourself, or someone you care about, to be painted on the face of this sturdy all purpose watch. Or, have your caricature, riding your favorite bike. There are eight illustrations to choose from.

Please allow 6 weeks for ONLY $24.95 TO $44.95

A. Full one yr. service warranty.
B. 17 jewel shock and water resistant. Exquisite gold tone case with stainless steel back. Two-year service.
C. 17 jewel self-winding, shock and water resistant. Silver tone case with stainless steel back. Two year service warranty.

DIRT BIKE MAGAZINE

RACING JERSEY

Racing Jerseys for rugged good looks. The finest racing jerseys available today. Worn by the pros. All jerseys are vented, with reinforced elbows plus the MX ACTION logo or DIRT BIKE logo on both sides. Order while supply lasts.

ONLY $15.95

FABULOUS EASY FIT, EASY CARE TOPS FOR THE WHOLE FAMILY. SELECT YOUR FAVORITE DESIGN. ALL GRAPHICALLY ILLUSTRATED. Shop at home the convenient way!....Men's sizes only.

M-253	ENDURO
M-114	DRACULA SUCKS
M-248	BULTACO
M-250	HARLEY DAVIDSON (Road Race)
M-281	HARLEY DAVIDSON WINGS
M-531	CANADA
M-236	YAMAHA (Oriental Wizardry)
M-617	OLYMPIA BEER
M-130	HARLEY DAVIDSON #1
M-255	MAICO
M-535	IF IT FEELS GOOD DO IT
M-592	DIRTY OLD LADIES (need love too)
M-254	DO IT IN THE DIRT
M-241	HONDA 4EVER
M-249	JAWA CZ
L-15	KEEP ON TRUCKIN
M-286	NORTON
C-050	YAMAHA (flaming)
M-108	NEXT!
M-170	SEX . . . GIVE TILL IT HURTS
M-252	**MOTOCROSS**
M-219	HARLEY '74
M-251	SUZUKI
M-516	LETS BOOGIE
CM-	**CHOPPERS MAGAZINE**
M-247	OSSA
M-245	HUSQVARNA
MXA	MOTOCROSS ACTION MAGAZINE
M-246	KAWASAKI
M-51	CHOPPERS INC.
M-237	Triumph
M-66	CHOPPER TRIUMPH
M-180	U.S.A.
M-182	BOONES FARM
M-280	HONDA
BB	**BIG BIKE MAGAZINE**
M-244	BSA
M-240	SUZUKI
M-270	TRIUMPH (off road)
M-613	COORS
M-268	DODGE VAN
M-172	THE DEVIL MADE ME DO IT
M-287	PENTON
DB-	**DIRT BIKE MAGAZINE**
RV-	**VAN WORLD MAGAZINE (do it in your van)**

YOUR COPIES OF DIRT BIKE AND MOTOCROSS ACTION AND VAN WORLD MAGAZINES are well worth keeping and worth keeping well!

Protect and preserve those priceless back issues in handsome, tough, durable binders. Designed exclusively for DB, MX and VW — a rich finish with gold embossed lettering on both the front and the spine.

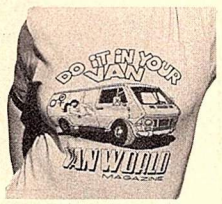
ONLY $6.45.

YOU CAN ALMOST HEAR THEM SAY . . .

"What a super gift idea."

VAN WORLD MAGAZINE

T-SHIRT.



ONLY $4.95 and, $5.95 (emblem on both sides).

GLOVES

Finest pigskin. Extruded rubber knuckle and thumb proctector. Seamless thumb for comfort. Sandstone color. S,M,L

A Must For All Riders! ONLY $6.95.

BE A HIT ON OR OFF THE TRACK WITH A

DIRT BIKE

SWEATSHIRT

ONLY $8.45.

stickies

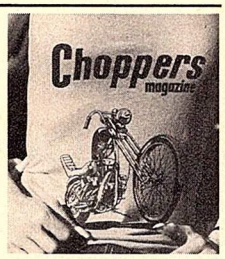
DIRT BIKE MAGAZINE

BE OUT-SPOKEN
Tell Your Story With Stickies.
DIRT BIKE, MOTOCROSS ACTION, VAN WORLD!
SIZE: 3-5/8x2-7/8"
ONLY 25 cents each. Or 5 for $1.00.

TEE-RIFIC

THE GREAT LOOKING SUMMER TEES

Choppers stay-cool tank and tee collection can really take the wear and tear of summer fun.
ONLY $4.45 each.



For the finest protection . . .

Hydron-Coated GOGGLES

• prevents fogging • Convenient adustable strap . . . fits everyone.

ONLY $6.95.

PLUS PRODUCTS, INC. P.O. Box 14945 Las Vegas, Nevada 89114

Be Sure To Include All Neccessary Information and To Enclose A Check Or Money Order For the Correct Amount

NAME _____ MX5-11

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

WATCH ☐ Include Photo
Indicate hair color_____Eye color_____
Name on watch_____Complexion_____
☐ Desert Racer ☐ Chopper ☐ MX ☐ Enduro Racer ☐ Street Bike ☐ Mini Bike ☐ Drag Racer ☐ Cafe Racer
A. $24.95 _____watch (s)
B. $39.95_____watch (s)
C. $44.95_____watch (s)
Add $1.00 for postage and handling for each watch ordered. Be sure to indicate how many watches and which bike (s) desired on dial.

GOGGLES ☐
#70 $6.95. (Add $1.00 for postage and handling)

BINDERS ☐ $6.45 each, plus $1.00 postage for each binder ordered.
☐ **DIRT BIKE** ☐ **VAN WORLD**
☐ **MOTOCROSS ACTION**

PIGSKIN GLOVES ☐
Indicate quantity _____pair(s) and size. $6.95 for each pair ordered. ☐ S ☐ M ☐ L

STICKIES ☐ 25 cents each, or 5 for $1.00
☐ **DIRT BIKE**
☐ **MOTOCROSS ACTION**
☐ **VAN WORLD MAGAZINE**

For Each Product Ordered.
(Please indicate color and size requested)
Nevada residents add Sales Tax.

T-SHIRT: with emblem on front $4.95
emblem on both sides $5.95
SWEATSHIRTS: emblem on front $8.45
TANK SHIRT: with emblem on front $4.45
emblem on both sides $5.45
DIRT BIKE Racing Jersey $15.95
MXA Racing Jersey $15.95
Add $.75 per shirt for postage and handling.
COLORS
T-SHIRTS: ☐White ☐Red ☐Yellow
Sweatshirts: ☐Red ☐Yellow ☐Blue ☐White
TANK SHIRTS: ☐Orange ☐Yellow ☐Blue
DIRT BIKE Racing Jersey: ☐Red ☐Yellow ☐Blue
SIZE (Men's sizes only)
☐Small ☐Medium ☐Large ☐Xtralarge
EMBLEM **No.**

SKATEBOARD WORLD MAGAZINE

"T"

Shirts!

Be The First On Your Block

ONLY $5.95

GET IT ON TODAY

100% premium cotton

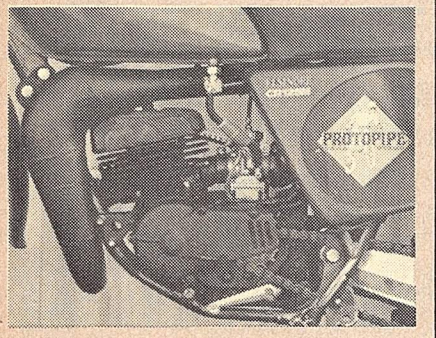
Circle size and color:

Adult Sizes: S. M. L.
Youth Sizes: 6/8 • 10/12 • 14.

Please include check or money order. Add $1.00 tax for postage and handling. All foreign add $2.00.

Send to: MX5-11
PLUS PRODUCTS, INC.
P.O. Box 14945
Las Vegas, Nevada 89114
NAME _____
ADDRESS _____
CITY _____
STATE _____

PROTOPIPE™
EXHAUST SYSTEMS
CAMPBELL
CA 95008



HONDA CR125M2 "PRO" **$79.95**

PROTOPIPE EXHAUST SYSTEMS
100 CRISTICH LANE, DEPT. MXA
CAMPBELL, CA 95008
(408) 371-3336
Send $1.00 For '77 Catalog And Stickers

Mail Entries

TRY STAMPS INSTEAD

Dear MXA:

Are you serious about the May issue "collector's item" comment you made in the August issue's "Mail Entries?"

BA
Fresno, California

Dear MXA:

I just so happen to have one of those May issues with Warren Reid's picture printed backwards. You said they have become collector's items and I will soon be rich; well, how rich?

Shawn Bodnar
East Palestine, Ohio

Dear MXA:

Scanning your August issue, I noticed in "Mail Entries" that you said that only 14 issues were printed with Warren Reid backwards. I have two copies of the May issue, are they really collector's items? Anyway, after six long months I finally figured out what WFO means, only to go to the Superbowl of Motocross and find it listed in the program. I got so mad I threw the program at my brother.

Munk
Santa Paula, California

(After careful checking, it turns out that only 14 copies were printed with Warren Reid's picture correct, and those are now the collector's items.)

BAZ FOUND?

Dear MXA:

We, the Federation of Interplanetary Motocross, have the illusive Bazzer. If you ever want to see him again, put a life's supply of Metzelers and Trelleborgs (sizes 3.50x21, 4.00x18, 4.10x17, 3.50x17) in the space shuttle Enterprise and send it to s8 mark 300 * where it will be picked up by the USS Ptolemy-NCC3801. If you don't we will strap the Baz to the first turn of a 125 Novice race.

Council of Public Relations,
Federation of Interplanetary Motocross
(FIM)

Dear MXA:

Baz is not lost. He joined the army.

Jon Mayowski
Kansas City, Missouri

(Ours or theirs?)

WHAT MEAN'UM WFO FOR THE LAST TIME

Dear MXA:

You tell me what mean'um WFO or you can ESAD.

Sue Zuki
Somewhere in California

LIGHTEN UP

Dear MXA:

I have so far spent $181.73 for Gillette Trac-II refills trying to shave pounds off my RM250 Suzukette. Should I try Nair?

"Team Brown Shorts"
Waukesha, Wisconsin

(Ask Kojak.)

JAMMIN' PIT PASS

Dear MXA:

Thanks for tips on how to get into the pits, it really helped at the final 250 National. I used the over the fence with a forged pit pass method, and no one even noticed it was the wrong kind of pit pass! I got my picture taken with the Jammer to boot!

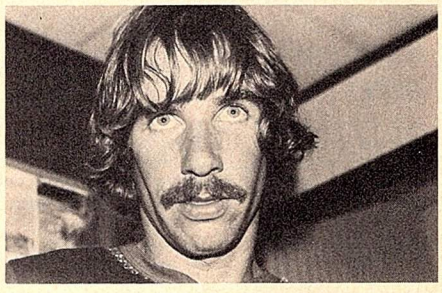
Terry McClellan
Aliquippa, Pennsylvania

HELPFUL HINTS

Dear MXA:

A word of advice: If you live in the city, where you aren't supposed to ride, try wearing an old greasy coat or coveralls so if the cops catch you, you can tell them you were working on it and had to test it.

The Helpful Hinter
San Pedro, California



BAZ-ZOOKS

Dear MXA:

I used to have problems with the neighbor kids stealing my tools, pouring

chocolate shakes into my crankcase and using my garage for an indoor track. So I took that neat picture of the Baz (August issue), had it blown up to poster size and hung it in the garage. The kids don't come within a three-house radius of here anymore.

Now if I can just get my bike to come back down out of the tree . . .

Mike Blaine
San Diego, California

MIKKOLA'S SECRET

Dear MXA:

The first moto of the Canadian 500 GP was won by Heikki Mikkola wearing his jersey inside-out. Perhaps this is his secret for winning.

Vic Titze
Brockville, Ontario

(The cat's out of the bag now, Vic.)

Ultra-limited production jersey modeled by Jody.

COLLECTORS' ITEMS

Dear MXA:

In the Bengt Aberg test I noticed Mike Bell was wearing a neat red jersey with the map of Texas on it. Where can I get one like it? All my friends would be blown away if I dazzled them with the Lone Star likeness.

Jack Kress
San Marcos, Texas

(Ten T-shirts and four jerseys exist in the world. They are instant collectors' items rivaled only by forward-reading photos of Warren Reid.)

The New 'Safari' Buckle·Blade·Belt

DOUBLE EDGED, TAPERED CARBON STEEL BLADE, EMBOSSED BUCKLE, COWHIDE LINED BELT.

Dozens of uses, outdoors and indoors—and it could save your life! Used by campers, hunters, sportsmen everywhere! Blade of 3" is permanently attached to antique gold finish decorative buckle. Antique color belt, 1⅝" wide, has invisible inside sheath and patent applied for fastening clip. Small, medium, and large size only.

Not for sale where prohibited by law.

only $9.95 plus $1.00 post. & ins.

DEALER INQUIRIES INVITED

BUCKLE N' BLADE, INC., DEPT. MA-10B
150 NASSAU ST., N.Y., N.Y. 10038

Money Back Guarantee

GIVE TO THE COLLEGE OF YOUR CHOICE. NOW.

CFAE Council for Financial Aid to Education, Inc.
680 Fifth Avenue, New York, N.Y. 10019

SEND $2.00 FOR CATALOG OF COMPLETE LINE

LOP

DEALER INQUIRIES INVITED

If you're serious about your racing and you want that extra advantage over the competition then LOP is where you'll get it! Our racing exhaust pipes are thoroughly tested and designed to give you maximum power throughout the entire R.P.M. range.

NEW!
RM125B $79.95
"RACE PROVEN IN THE 125 NATIONALS"

NEW!
RM250C $84.95
ALSO AVAILABLE FOR B MODEL

NEW!
YZ125D $79.95
"MAKE YOUR YZ ROOST"

LOP
2010 Washington St.
WAUKEGAN, IL 60085
(312)336-0032

RM125B	YZ125D	CR125M3	RM250C, A&B
GP ENGINE KIT	GP ENGINE KIT	GP ENGINE KIT	GP ENGINE KIT
LOP PORTING	LOP PORTING	LOP PORTING	LOP PORTING
LOP PORKY HEAD	LOP HI-PIPE	LOP PIPE	LOP HI-PIPE
LOP HI-PIPE	PRE-JETTED	LOP PORKY HEAD	PRE-JETTED
PRE-JETTED	MIKUNI CARB	PRE-JETTED CARB	MIKUNI CARB
MIKUNI CARB	PORKY HEAD	$249.00	LOP PORKY HEAD
$249.00	$249.00		$254.00

MAICO POWER

FEEL IT!
PERFORMANCE PARTS FROM
Olav Aaen

The fastest Maicos in the world use Aaen Performance Parts

MAICO HIGH PIPE $78.95
The pipe POPULAR CYCLING said had more performance than the factory. Easy mount design tucks in close.

THRU-AIR BOX HIGH PIPE . . $78.95
Tucks in closer. This design requires some modification of tank and air box.

ALUMINUM AIR BOX $45.00
For Thru-Air box high pipe. Also fits other accessory high pipes.

REAR FLOATING BRAKE . . . $65.00
Reduces wheel hop when braking.

WORKS CHAIN TENSIONER $48.00
A must for Maico's new longer travel.

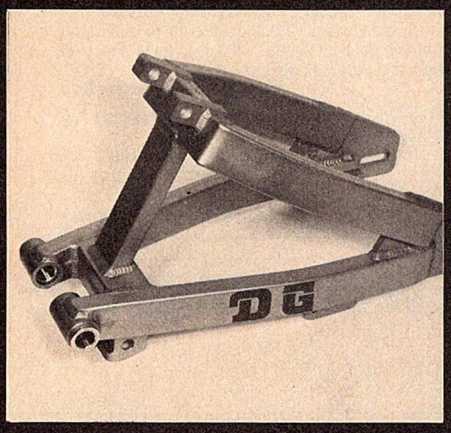
MAICO POWER T-SHIRT $6.50
Tell it like it is. S, M, L and XL.

MAICO POWER CATALOG . . . $1.00

All orders sent UPS/COD + shipping charge.

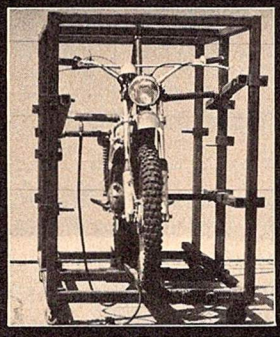
AAEN ENGINEERING
1266 N. Sheridan Rd., Kenosha, WI 53140
Phone 414-552-8981. Dealer Inquires Invited.

Tricks From The Trade



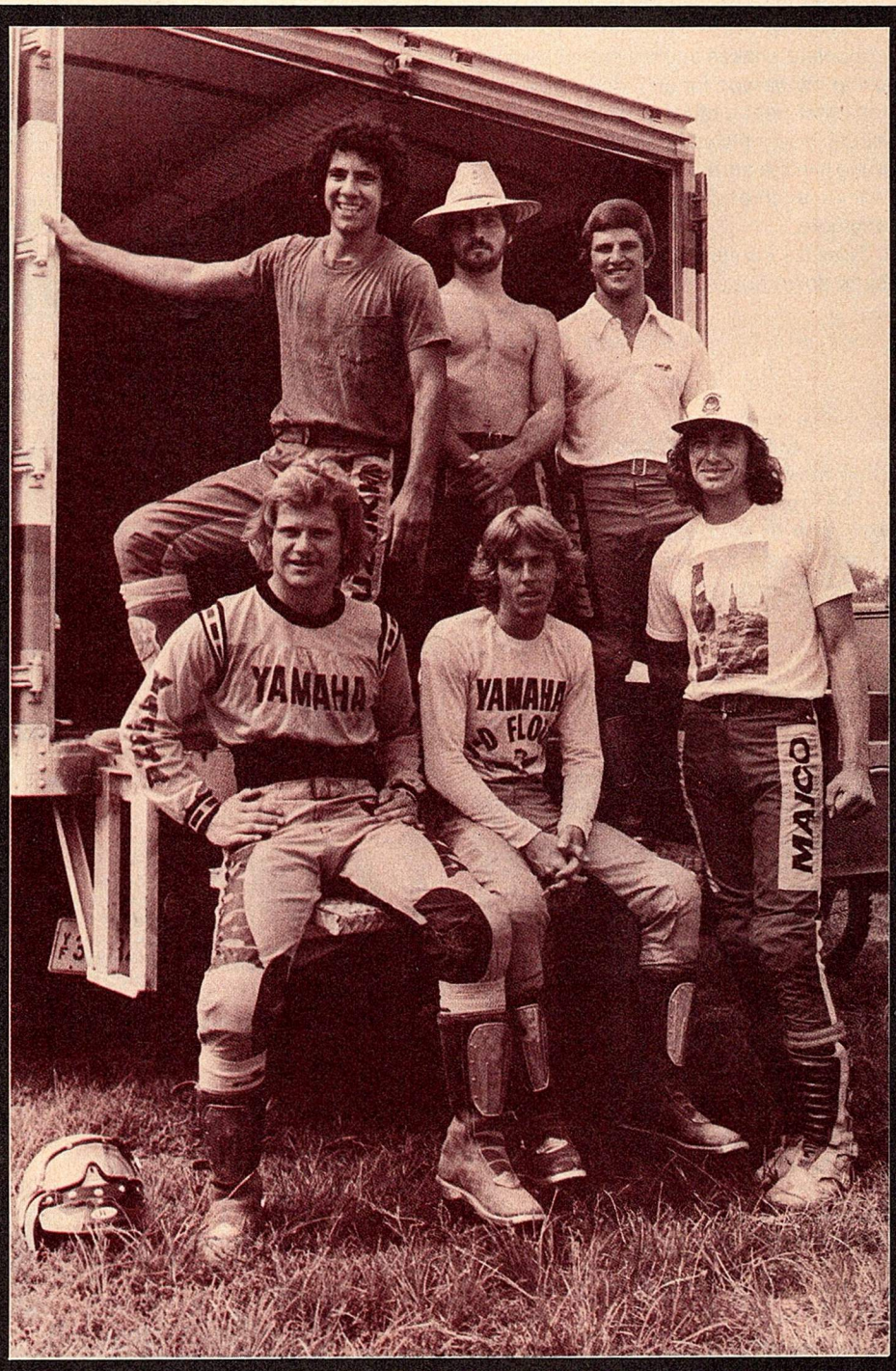
SWINGARM FLEXING?

Stock Yamaha swingarms have been known to exhibit a tendency to flex. DG's new aluminum swingarm for Yamaha YZ250Ds and 400s should solve this problem. Made with top-quality stress-relieved aluminum alloy, the arms come complete with bronze bushings and are anodized to a bright gold finish (of course). The 400 arm is 35mm longer than stock, while the 250 arm is made to stock length. Only $159.95 from DG Performance Specialties, 1170 Van Horne, Anaheim, California 92806. Do your flexing on the beach instead of the track.



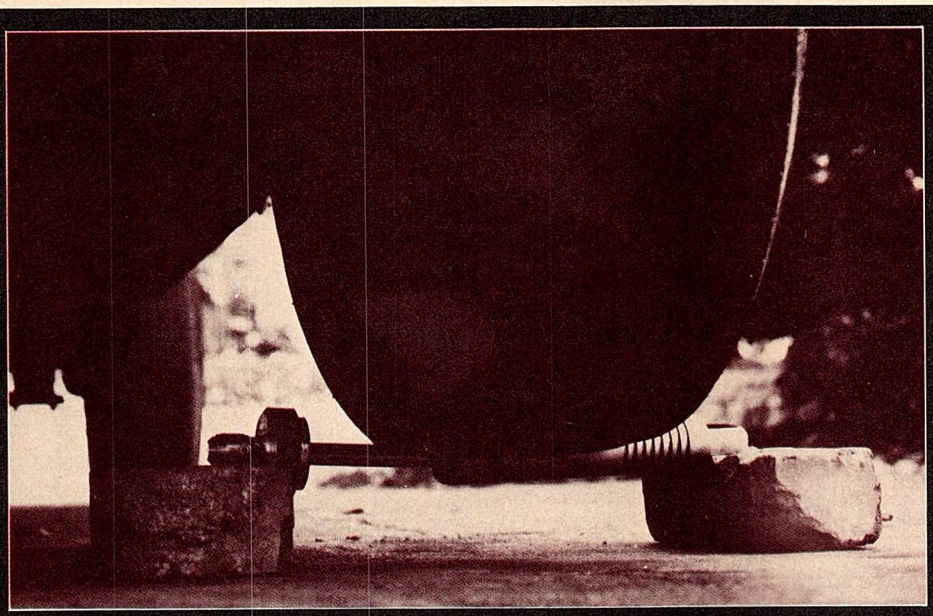
JACK LA LANNE SCHOOL FOR BENT BIKES

That last endo do more than rearrange the cobwebs upstairs? A bent frame could lead to a bent body, and, unless you have a healthy supply of spares, should be avoided. JMC markets a Motorcyle Frame Straightening Machine which they say can be used on all makes and models. The frame straightener eliminates the old procedure of stripping the bike to the bare frame to straighten it, as only the parts need be removed. A "special" (?) gauge is included to check the accuracy of the repairs. For more information contact JMC Services Corp., P.O. Box 425, Baxter, Iowa 50028. Say you saw it in MXA.



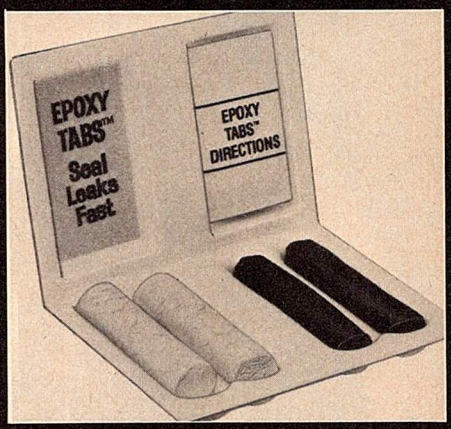
WHAT'S WRONG WITH THIS PICTURE?

What do top National MX stars like Stackable, Hannah, Burgett, Grossi, Mosier, Ellis and Jammin' Jimmy Weinert have in common? If you guessed that they all use the same deodorant, then guess again. Give up? Well, it seems they all wear Steve Stackable-Griffin motocross pants. AMA and FIMapproved. the pants are made of machine-washable denier nylon and fireresistant Dupont Nomex fabric. They come with expandable seams, doublelayered shin pads, snap-out hip pads, plastic knee caps and special Uniroyal Ensolite shin guards. They're available in assorted factory team colors with brand logos on the side stripe. Suggested retail is $89.95, with an ISDT version available for $74.95. For further details contact Steve Stackable Ultralite Products, Dept. MXA, 910 Jewell, Austin, Texas 78704; or phone (512) 447-9188.



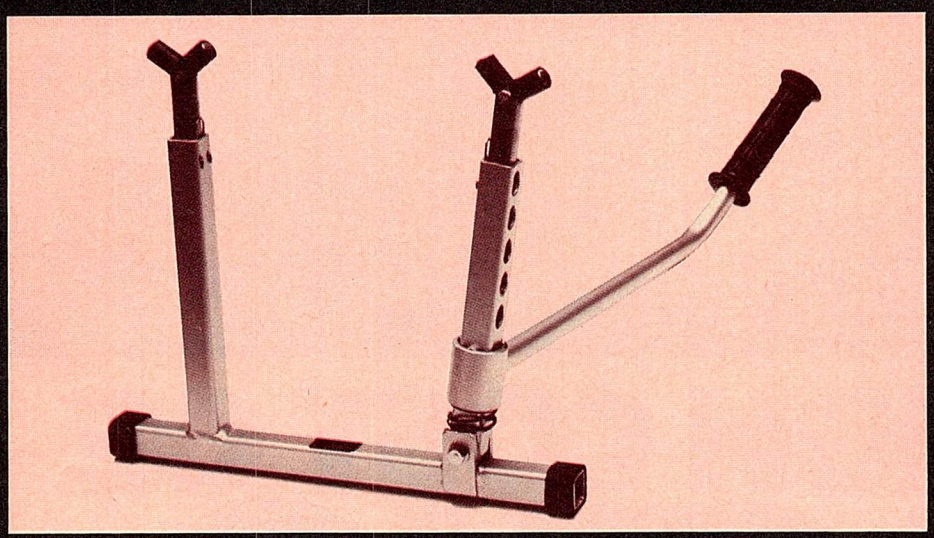
SHOCKING TEST

Should you be in the habit of leaving your shocks in the driveway and constantly running them over, Arnaco has the shock for you. This shock sat there helplessly as the brazen driver committed this felonious hit and run. Luckily, it was the new Arnaco LTR-1, which was able to stand up to this hideous abuse. The new Arnaco LTR-1 is fully guaranteed against breakage, even if used in professional competition, and we can't think of many manufacturers that make the same offer. Suggested retail is $133.90 a pair. They come complete with springs and spring adjustment tool. For more info contact Arnaco, Inc., 9710A Owensmouth, Dept. MXA, Chatsworth, California 91311; or call (213) 882-4620.



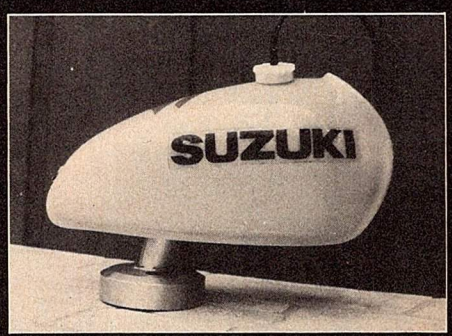
PUTTY-LIKE EPOXY FIXES ALMOST ANYTHING

If you have almost everything then you could probably use this to fix it. To make a repair, all you need to do is mix the light and dark materials by hand rolling, and then apply it without the use of any tools. It can be used on leaking tanks, leaking pipes and to cover those nasty nicks inflicted on the poor scoot. Good on metal, wood and fiberglass. $2.65 gets you the Epoxy and a package that preserves unused portions. Send your money, as they prefer that to almost anything, to Weil Service Products, Dept. MXA, 2434 West Fletcher St., Chicago, Illinois 60618.



STAND ON IT!

Probably the worst time spent racing is the wait before your moto leaves the starting line. Since most racing bikes don't come equipped with stands, or they've been detached to race, a good starting position means getting to the line early and sitting there on your bike waiting, and waiting. . . . The pits, right? That's where you'd rather be. Well, the fine folks at Full-Bore are marketing a new adjustable motorcycle stand developed by Joe Bolger of Bolger suspension fame. It features lateral as well as vertical adjustment to compensate for various frame cradle widths, and is constructed of heavy-gauge steel tubing. With a lift capacity of 500 pounds, even the heaviest porkers should be no problem with this baby. Retail price is $29.95, and it is available from all Full-Bore Dealers.



SAVE YOUR TANK OR SHINE IT

New RM tanks are so nice and shiny until you ride that first moto and notice a telltale yellow stripe running up the inside of your heretofore black leathers. New aluminum tanks retail for a fistfull of dollars and will have that well-used look after only a few motos. The solution? Get a plastic Suzuki replica gas tank for your RM. You save wear and tear and you'll have a nice, shiny aluminum tank to put on your bike when you decide to sell it. Available in red, white, blue, orange and silver, they come with a one-year guarantee. $38.50 from Clarke Manufacturing Company, Dept. MXA, Rt. 1, Box 576, Mulino, Oregon 97042; phone (503) 829-2156.

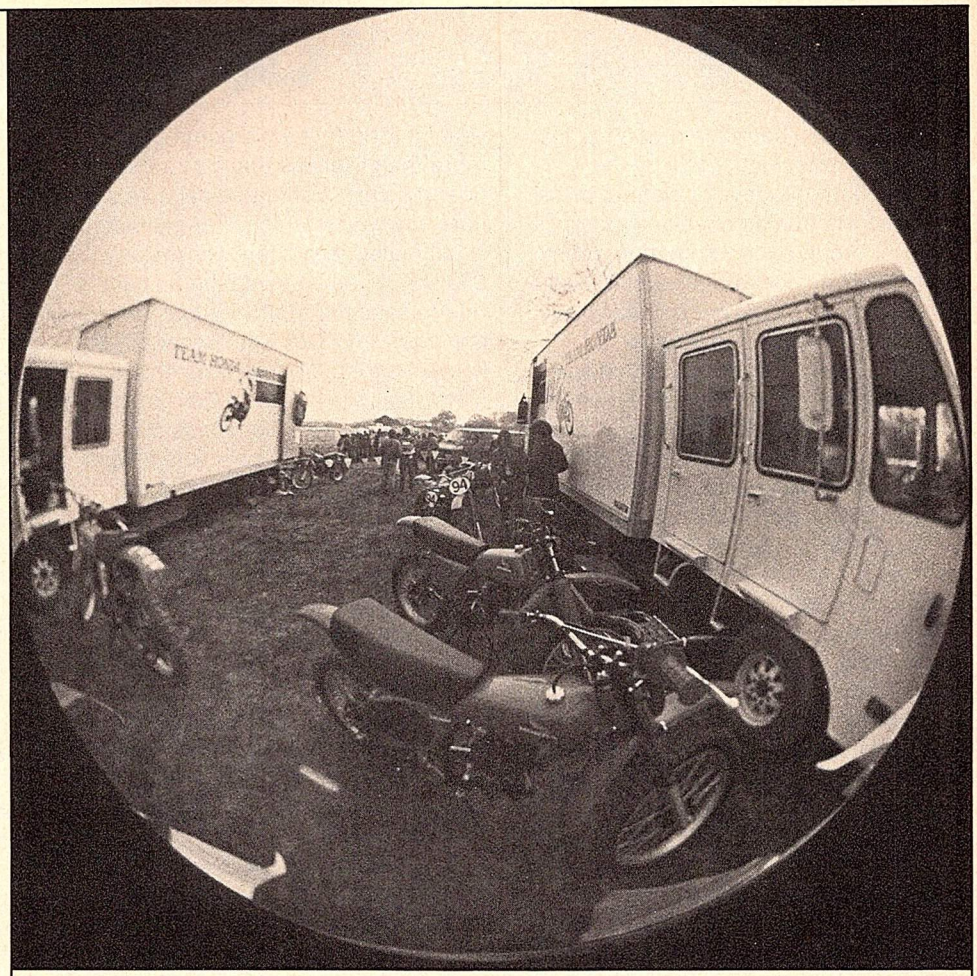
THE HIGH COST OF RACING

WFO with the IRS

By Jody Weisel

☐ It wasn't long ago that we were racing motocross in the fields for purses of a couple of hundred dollars. It was a lark that boys playing motorcycle racer went on. When the first 500cc National Championship was at stake, Brad Lackey didn't even show up at the final race. Later he said, "At the time I didn't know what it meant." Today, motocross is big business. Suddenly manufacturers are spending big bucks to produce and sell full-blown competitive motocrossers; no more marketing of stripped enduros. As the sport grows by leaps and bounds, AMA professional racing has mushroomed. The full AMA season lasts over 42 weeks in a row. Factory teams have grown from a few teams with a few riders to a lot of teams with a lot of riders.

The cost of racing is exorbitant. And most motocross racers have failed to draw in the outside sponsor; the non-racing product. Coca-Cola, food products, clothing and cigarette companies have fiddled a little, but not to the extent that they should. Thus the burden of racing falls upon the motorcycle industry. And it is a heavy burden.



The high price spread in racing is exemplified in Harley and Honda's streamliners.

COST ANALYSIS

Presuming that you had a motorcycle company and wanted to sponsor a works team — what would it cost you? To go first-rate like the big Japanese factories and to take care of your employees can crush the bank balance. Let's look at a few of the expenses, realizing full well that these are estimates and not a fully comprehensive list. What would it cost to sponsor a two-man team through the Florida Series, 250 National Championship, 500 National Championship and Trans-AMA? To take two riders through the 250 and 500 classes, you would need at least four bikes of each displacement size. With the necessary spare parts, assuming you are not going to develop an exotic one-off magnesium racer, the tab will run around $20,000. To carry the bikes to and from races, you will need a good, reliable box van with the biggest engine and heaviest suspension available — figure on spending $15,000, and that's not counting the team paint job. The bikes and truck will require two full-time mechanics to nurse them along for 42 weeks; $10,000 a year will get you the kind of reliable and experienced men necessary to pull the job off. These men are the key to your operation, and will be on the road for almost a year.

Keeping a mechanic on the road for a year costs about $300 a week. For two mechanics, this will run about $30,000 a year in hotel, food, laundry and miscellaneous expenses. Just the gasoline, oil and maintenance on the truck, to go an estimated 40,000 miles, will set you back $4000. Amazingly enough, the pre-mix used by one rider — not counting the donated oil — during the season runs about $150. If you plan on using the best tires available on the bikes, you will have to buy them. The factory riders like to have new rear tires at every race, some get a fresh tire for every moto, but let's be conservative and keep the tire budget down to $1000.

If you have stuck with us this far and are still interested in sponsoring a first-class competitive team, then the tab just for the bikes, truck, mechanics and expenses is in excess of $80,000. That is without the riders and their special, and expensive, needs.

For a set salary of $10,000 a year, you can get a good, reliable, up-and-coming rider; not a star, but not a dud, either. These riders are going to have some pretty heavy expenses. Most factories fly their riders home after every race and pay their food and hotel bills over the weekend. Depending on where they live and how much they eat, this could cost as little as $15,000 a year.

The total for our two-man expedition into racing comes to a very low $115,000 a year. If you want a four-man team, then double it. It sounds like a lot of money, doesn't it? But consider these facts: Team McLaren, the Formula One race car team, has a budget of $1,100,000 a year. The cost of one minute of TV time on a hit show is $125,000.

Racing is advertising for the company. Every time they hit the starting gate the public knows that they are serious. Win or lose, their presence is felt. Of course they would rather win, but the cost of not being at

THE HIGH COST OF RACING

the race would be much greater in lost sales. There is a lot of talk by the racers about the development of bikes. It is true that racing does help produce a better product. Jim Pomeroy recently stated that he doesn't believe he was hired to race motorcycles, but instead to help Honda develop a better machine. It sounds great, but unless some of these up-and-coming teenage wonders were to go to college and earn degrees in engineering, design and computer technology, about the best they can do is react to what already exists. Factory riders are test pilots second. They are out there to win races first. And if you can't hire a winning rider, you had better hire a personable one. Racing is advertising for the manufacturer, and many a successful racing program has been scuttled to the back pages because the company's riders weren't friendly with the press and journalists who provide that advertising.

THE RIDER'S ECONOMICS

For the rider, racing is not advertising (although the smart ones know the benefits of a successful personal advertising program), it is a business. A short-term and highly competitive career. The riders make their money from several different sources: salaries, bonuses, purses, contingencies and endorsements.

Not all riders get straight salaries. That is, most riders can't say they will make $10,000 from the company this year. If a rider is a big name, then more than likely he has a straight, no-cut salary. Estimated salaries are normally way too high. For example, it is estimated that riders are making $50,000 a year. Estimating a specific rider's salary is tricky, because they don't tell, and they don't want others to know. Ballpark figures would have Kent Howerton, Jimmy Ellis, Billy Grossi and Steve Stackable making less than $20,000 a year. National Champions Bob Hannah and Marty Smith are above $20,000 a year, along with Jimmy Weinert and Jim Pomeroy, but salaries don't tell the whole story.

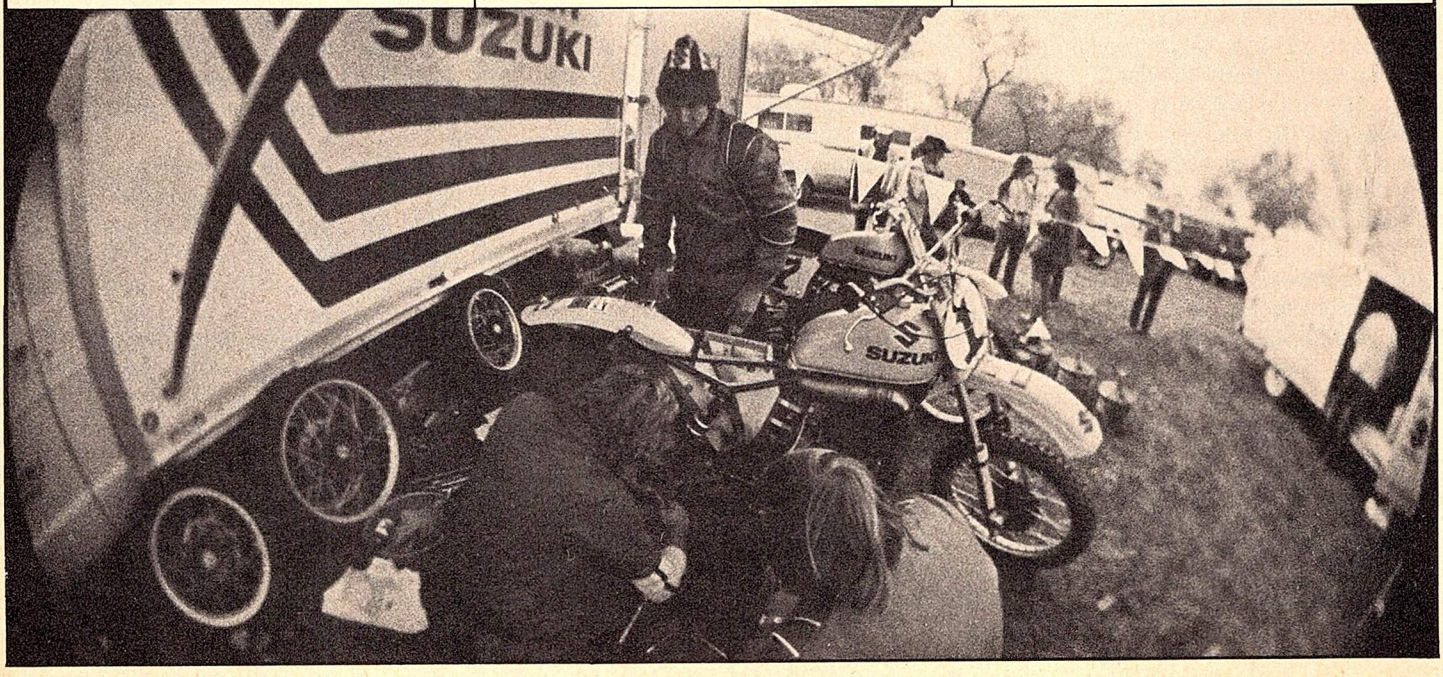
Many riders are paid start money by the factory. No salary at all, but $300 to ride a National, $500 to ride a Trans-AMA, $600 for a Grand Prix. With this system, the factory protects itself against the possibility of an injury in the first race. The largest portion of the money is written into the contracts in the form of performance bonuses. If you win a National event you get a $1000 bonus. If you win a National Championship you get a $10,000 bonus. Most of Jimmy Weinert's money is paid to him in performance bonuses, some of them in the $20,000 category.

The next source of income is the purse itself. A good rider with a hot year, like Tony D. had in 1975 when he won the 250 National title, the Inter-AMA series, the Astrodome, the Florida Winter-Series and three Trans-AMAs, can earn almost $40,000 in purses alone. Along with the purses are the contingencies. Contingencies are bonuses paid by product manufacturers for using their products and winning. Win a National wearing a Bell helmet and take home an additional $200; use a Champion spark plug and it is $150 more; Bel-Ray Oil throws in $200 also.

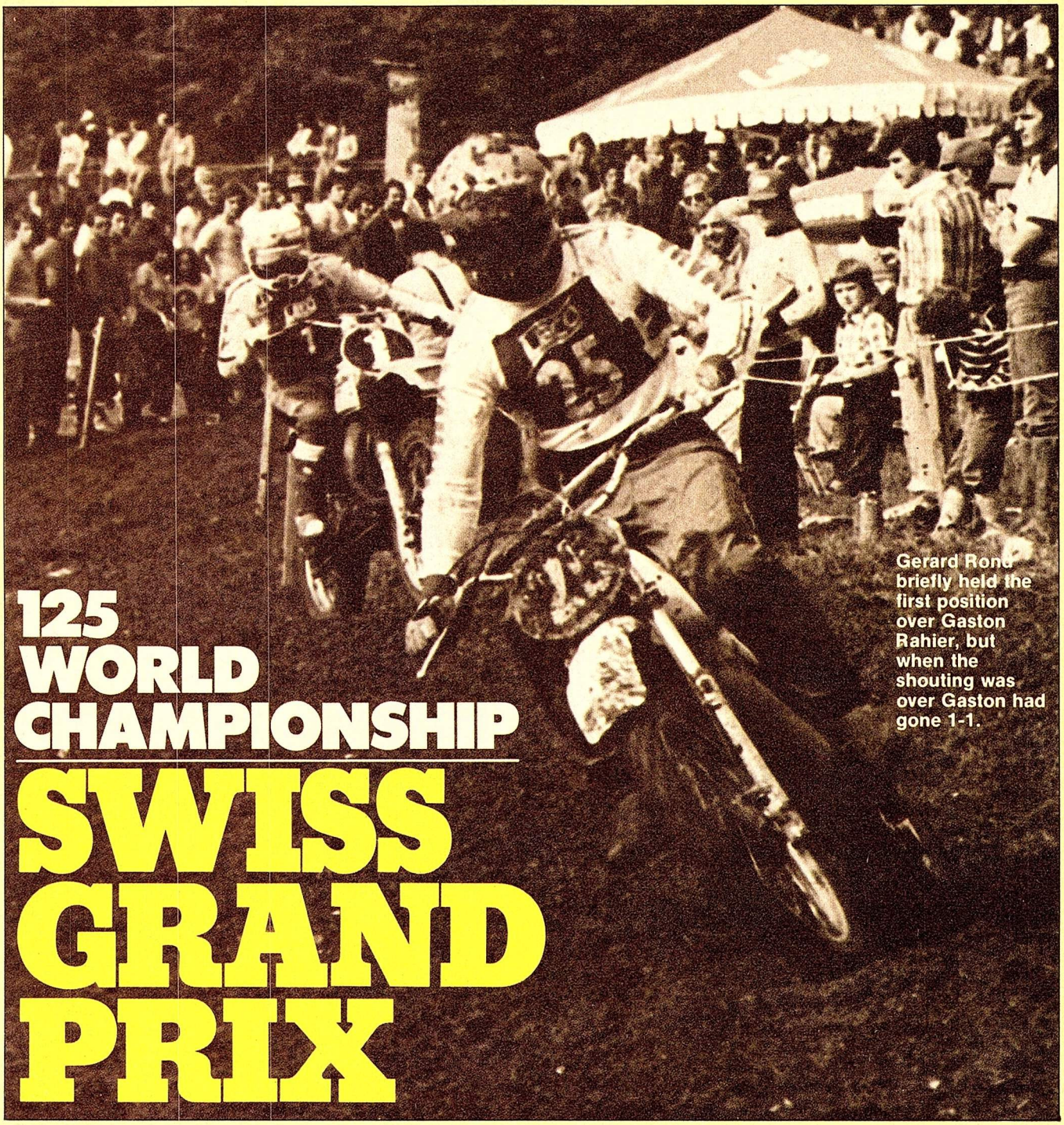
Endorsements are the last form of rider income. This is when a rider puts his name on a product or in an ad saying that he uses such and such a product. Many of the ads are paid for out of the contingency money,

You may well wonder what these kids do with all that money. In fact, most of them don't make all that much; only the winners make a lot, and most of what they do make goes to taxes. Perhaps the highest-paid riders are Tony D. and Jimmy Weinert. When it is all over they will probably have money left over, because they are the only ones who have carefully planned their careers.

Next time you have to buy a plug and some oil for your bike, and start to complain about the high cost of racing, just stop and think for a minute; the higher up you go the higher the costs become.



Tony D. overlooks the care and feeding of his bike. Two mechanics confer on spring rates while four spare magnesium-hubbed wheels lounge against the Suzuki truck. Racing takes bucks. Winning takes mega-bucks.



Gerard Rond briefly held the first position over Gaston Rahier, but when the shouting was over Gaston had gone 1-1.

125 WORLD CHAMPIONSHIP

SWISS GRAND PRIX

Rahier routs Rond

By Harry Van Hemmen

In the small village of Roggenburg near the French border, the Swiss 125 Grand Prix was played out on a rain-soaked course. The dominant factor in the two motos was the steep and slippery hills that the Alpine village is famous for. Leading into this race, two-time World Champion Gaston Rahier and his Suzuki had been almost invincible, except for two GPs when Dutchman Gerard Rond was able to slip his factory water-cooled Yamaha ahead thanks to the misfortune of Rahier's Suzuki. Rahier was definitely on his way to a third World Championship by taking both motos of the Swiss 125 Grand Prix.

Gerard Rond continued his streak of holeshots in the first moto, but Gaston Rahier was by on the way down the first big hill. Rahier wasted no time pulling away for an easy win. Rond maintained a safe second over Yahama teammate Andre Massant and Finn Gote Liljegren. Rond began lapping the back of the pack on the 12th lap and was forced off his line by a lappee, only to hit a pole. Massant and Liljegren got by while Rond remounted for fourth. The Finnish rider, Liljegren, passed Massant to finish second. Gilbert DeRoover brought his Beta 125 in for fifth behind Rond.

Continued on page 66

81
SCOTT

RACE TEST

ITALJET MINI-MINI SHORT-OUT

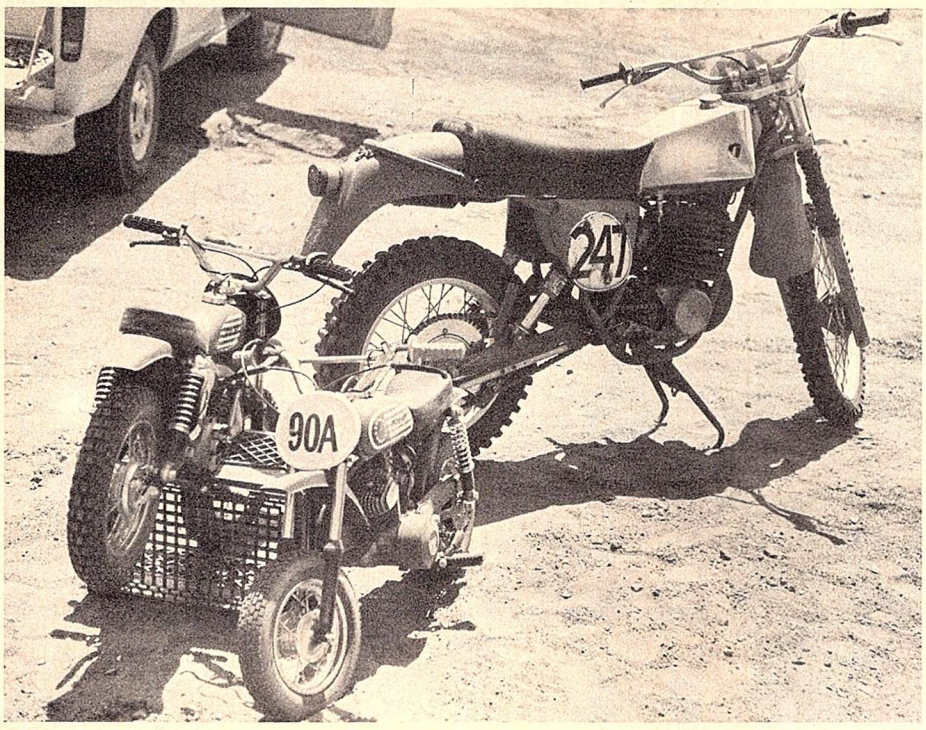
Tom Thumb Replicas

☐ We approached this dual test with trepidation in our hearts. Sure, we have tested the meanest, nastiest, ill-handling motocrossers in our day, but the Italjet 50 test was an awesome task. The two bikes arrived still crated — direct from the factory. It took a full-grown man to carry the two crates into the workshop. He had one bike under each arm and looked like he just might break out into a sweat. A crowd gathered from the small corners of the shop when the crates were opened and the Italjets hoisted out.

They were lean and mean looking. The larger of the two was shod with toothsome ten-inch wheels, while the regular one had the more universal and familiar eight-inch knobbies on it. The sweeping up-pipes and long road-racerish stingers told you that these machines were gonna be revvers. A healthy prod of the first two digits on my right hand brought the large blue bomber to life; both dogs' ears stood at attention and the guy next door came over to see if someone had turned on an electric razor.

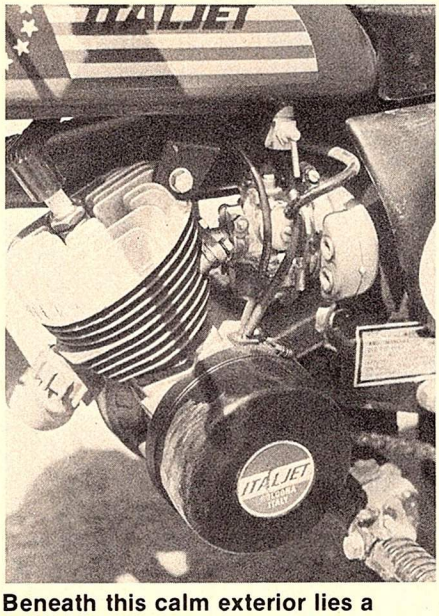
Power-wise, the Italjet 50 Mini-Mini is in a class by itself. This type of power is not available in many over-the-counter race bikes. As the bike sat cat-like in the shop blubbering calmly, the first rider stepped up to tame it. He was an experienced two-stroke racer, but we felt that this job was going to require a different type of man. We were proven right when out of reflex he blipped the throttle twice before swinging a leg over the saddle. Like a rocket, the bike shot out from under him and ran into a half-full Coke bottle

ITALJET



One milk crate is plenty big for two Italjets. We had trouble with people backing their cars right over our pits.

To check the gas, Lance would just hoist the bike up and look in the tank. Try that with an open class bike!



Beneath this calm exterior lies a calm 50cc automatic engine.

Ron Turner (192) pulled the holeshot down the hill, but Lance tried to slide around him on the outside.

at full tilt, almost spilling the contents. He was flabbergasted. He had known that Husqvarna was considering releasing an automatic motocrosser, but little did he realize that Italjet was already on the market with one. He was banished from the room, and lots were drawn for a replacement rider.

Lance Moorewood and Jody rolled the red and blue racers out into the sun, strapped on their helmets and prepared for an all-out moto assault. Instead, from out of nowhere came 42 drooling, sweaty palmed six-year-olds. The little rug rats swarmed over the bikes, while the two high-paid and highly skilled test riders stood amid the aroma of peanut butter and jelly and tried to maintain serious race faces. Finally they blew their cool when a three-year-old wanted to know what the two "big squids" were doing on those bikes. In a simultaneous move, Lance and Jody dropped the hammers on the dual Italian flyers and fired off a sneaker high roost almost two inches long.

You can break the rear wheel of the Italjet 50 loose anytime the bike is in motion. All you have to do is grab the brakes really hard and hang on. A good rider will quickly build up his confidence the more he rides the Italjet 50 Mini-Mini. The suspension is unequalled in travel by any other make of motocrosser. It wasn't a question of whether the forks worked well or not — all the test riders were surprised that they worked. There is absolutely no fade in either end of the bike after 10, 20 or 40 minutes of hard racing. We just couldn't make the damping fade. Italjet has solved the suspension problem in an unusual manner. The shocks and forks have no damping to lose late in a moto because they have no damping to begin with. This kind of guaranteed continuity of feel is a big plus.

When you pull up to the line on the Mini-Mini you're gonna get a few stares. The first problem we faced was that we couldn't see over the starting gate, and the second problem was that we couldn't get over the starting gate. A quick call to Italjet revealed that the bikes were not designed for riders in the 150- to 175-pound range. They suggested that we get a lighter rider — about 125 pounds lighter would be just about right, they thought. We had heard just about everything before, but

this was one of the sneakiest manufacturer tricks we had ever experienced.

If you were to get a rider weighing about 40 to 50 pounds, the bike would go a heck of a lot faster. We're nothing if not fair. We used big riders to test the Montesa 250VB, Husky 390 and Yamaha 400 and we weren't going to change our testing procedures just because the manufacturer was trying to play a subtle psychological game. No sir!

The next problem we had was that in the first corner other riders kept sticking their knees into our eyes. We cured this difficulty by crouching slightly going into the first corner and reaching over and unbuckling the boot of the guy next to us.

A lot of the bikes we test in the tiddler and under-125cc categories have freaky powerbands. The Italjet Mini-Mini doesn't have a powerband big enough to worry about. You just dial the throttle wide-open and wait. Good things come to those who are patient.

Occasionally an interested passerby in the pits would see our smartly dressed and highly trained pit crew poring over the machines between motos. The mechanics would tighten all ten bolts on the bike to be sure. Racing is not the fun game it used to be, and we couldn't afford any breakdowns. Egos and careers go to the starting line every Sunday. The passersby and hangers-on always wanted to know how well the bikes handled. We never tired of throwing a day-old Winchell's donut on the ground and doing full-lock slides around it to thrill the crowd. Occasionally a rider would hit the sugar-coated lump and be pitched over the bars, but once was enough to teach him a lesson.

Once Al Baker cleared the first obstacle he was home free, until crashing into a candy wrapper.

SMALL DETAILS

The Italjet Mini-Minis are serious motorcycles, although it is difficult to take them that way. Italjet has carefully controlled the market and sells every Mini-Mini that they make. Suzuki is fixing to jump into the market with both feet. They have several prototypes running around. To disguise them, Suzuki has put Italjet gas tanks on them. The National Minicycle Association is the only large organization that has a complete program of mini-mini racing. The NMA has been holding championships in this class for several years. Children as young as three years old compete and have a good time.

The Italjet MM5B and M5B are straightforward 47.6cc two-stroke engines. Through conservative porting, carburetion and pipe the engine pumps out almost one and a half horsepower. This is about the maximum amount of hp that a three-year-old can handle, but hopped-up models have more than quadruple that figure.

The transmission is about as simple a design as possible. The two minis have one gear (forward). A centrifugal clutch that is spring-activated by engine rpm feeds the power into the gear. The first hot setup is to slip on a set of stronger springs, which allow the r's to build up higher before engaging the plates.

With the addition of a small Bosch ignition, that is the complete powerplant. The reliability of the 50cc automatics is astounding. It is not unusual for an Italjet mini to run for two years without any major work at all. What can break on a machine that only has one gear, a centrifugal clutch and a piston the size of a thimble?

There are two models of the Mini-Mini available. The MM5B is the smaller of the two, and when things get this small, that is saying something. The MM5B uses eight-inch wheels and slightly shorter shocks than the M5B. The eight-inch MM5B comes with a red gas tank, black plastic fenders and little else. The slightly larger ten-incher has a blue tank, plastic fenders, nifty sidepanels and a better exhaust pipe. The ten-inch M5B is a much better looking machine, but in terms of performance the difference is almost nil.

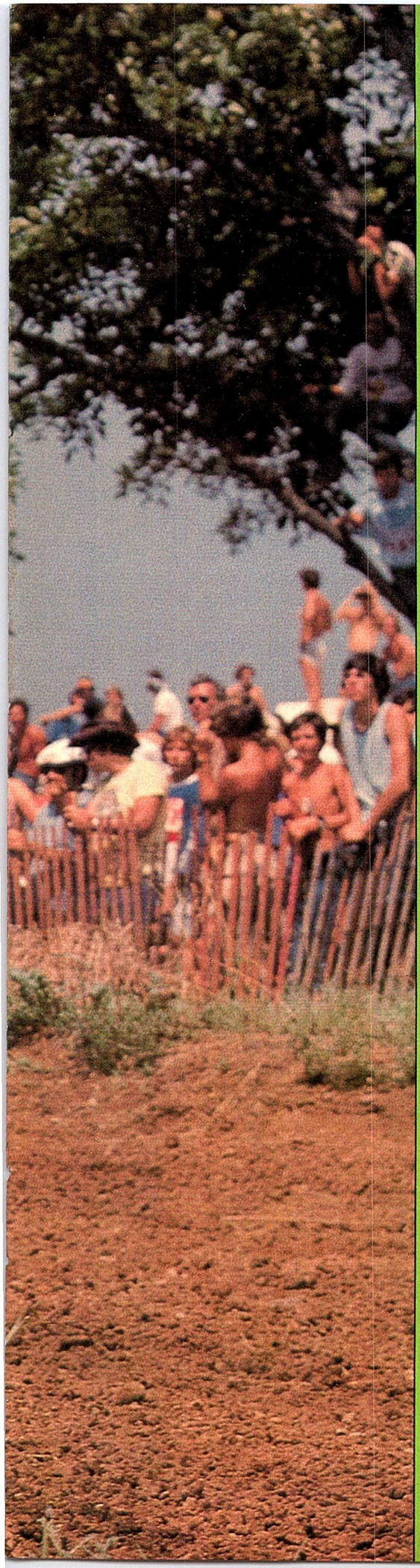
The suspension on the two machines is identical, except for the longer shocks on the ten-incher. In fact, the bike is totally spring-suspended. There is no oil damping or trick items in the forks or shocks. The travel varies depending on the weight of the person riding the bike. Two inches is max for either end.

BITTY LITTLE PIECES

The handgrips are atrocious, and to replace them you have to take the replacement grips and cut a section out of the center to make them fit. The

Continued on page 68

Gaston Rahier launches himself in the Ohio sky. Marty Smith and Bob Hannah went somewhere else. Rahier wanted them in Ohio.



VALVOLINE 125 USGP

The third time's the charm as Gaston and Suzuki smoke the Mid-Ohio Moto Park course

By Dick Miller

☐ "I cannot go fast here," said the small in stature but large in talent Belgian, Gaston Rahier, as he perspired heavily after his third-place finish in the first moto. This statement held little credibility two hours later as he decisively clinched his third 125cc World Championship by winning the second moto of the Valvoline-sponsored event at the extremely well prepared Mid-Ohio track.

Until now, Rahier's record in the U.S. round of the GP season has been less than impressive. As in the past, he held a commanding lead in the world standings leading into this event, and needed only to finish better than four points over his closest rival, Gerard Rond, to sew up his third consecutive title. He seemed to be suffering the same fate and frustration in the USGP as his fellow Belgian, 500 World Champion Roger DeCoster. However, in Gaston's case valuable points were not so much the issue as was the prestige of winning the event and showing the Americans that he is as good as his titles indicate. His last two U.S. showings had been "spoiled" by a couple of young upstart Americans, Marty Smith and Bob Hannah, but with both of them absent this year there was talk of Suzuki's young Danny LaPorte being the spoiler.

We later learned that the weather was to be the determining factor and the spoiler, not a young American. The east and midwest had been suffering for weeks from extremely hot and humid weather. Temperatures in the high 90s were common, with the humidity the same. Two days before the event new records for heat were set in Ohio, and there was much talk about how the Europeans would be able to handle it, since it would be close to 30 degrees hotter than any previous GP this season. Pete Weidner Jr., the promoter of the 125cc USGP, still smarting from the stings of the press (MXA included) a couple of years back, outdid himself this year. He spent the first few weeks of the season signing up foreign riders and somehow convinced the Russians to come, a feat that no other promoter has been able to pull off. With Roger DeCoster's help he made the track more difficult, and the only worry now was of dust. Mother Nature, a fickle woman (person) and the bane of all promoters, took care of the dust problem the night and morning before the event by staging her own spectacular show of lightning, thunder and rain with winds up to 120 knots. It was very costly to the promoter because many potential spectators stayed away, not knowing that it would clear up minutes before the start of the first moto and turn into a perfect day for racing.

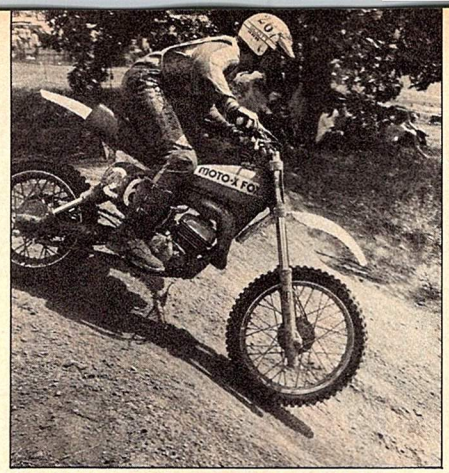
Practice and qualifying left the riders caked with mud as they slithered around the 1½-mile course. As expected, the Europeans were much more adept at maneuvering the pipey 125s through the muck, but a couple of surprises were Honda's Warren Reid and Moto-X Fox's Pat Richter on a Suzuki. Warren's Jon R.-tuned bike had the dubious distinction of being the lightest and loudest bike teched through the FIM/AMA's inspection crew. At 176 pounds, it was still well over the FIM minimum of 168 pounds. Weight is horsepower, and with Reid being one of the

VALVOLINE 125 USGP

smallest riders it was easy to see why he was one of the fastest to qualify.

Kojii Masuda, backed by U.S. Suzuki, has been campaigning in the States this year, and to the delight of the Japanese Suzuki crew he qualified second and then took a well-earned second in the first moto. To prove it was no fluke he duplicated the feat in the second moto. After the holeshot leader, Russian rider Yury Khoudjakov, overshot an off-cambered berm halfway through the first lap of the first moto, Kojii Masuda jumped into the lead and held it for a few laps until eventual first-moto winner Gerard Rond got by and went on to win. Kojii didn't know about the time factor in determining the overall, as he ran second to Gaston in the final moto and it cost him the win. It was the same lesson Marty learned in his GP debut last year in Europe, and Gaston again was the teacher. The time difference between Japanese National Champion Kojii and Gaston was less than one and a half seconds in Gaston's favor to break the tie between them.

Yamaha's Gerard Rond and Andre Massant have shown in previous GPs that they can stay with Rahier, and this



Pat Richter, riding for Moto-X Fox, earned the top American honors with a third overall. Crashes in each moto had him playing catch-up most of the day.

Yury Khoudjakov was the most impressive of the Russians and the CZ team. He took the holeshot in the first moto only to lose position right away with several mistakes. His fourth in the second moto gave him fourth for the day and first CZ.

race was no different. Rond, running second in the World standings, won the first moto after a brief struggle with Masuda, while Massant came from virtually last at the start to finish a strong fourth. The second moto saw Rond blitz the start, with Rahier nipping at his fender for six laps and then passing for the eventual win. While pressing to hold second and a fading mathematical chance for the 125 title, Rond wrenched his knee, and after a few laps pulled in for a very disappointing DNF. Massant, playing catch-up after another last-place start, showed flashes of talent that went unrewarded as he too retired before the moto ended.

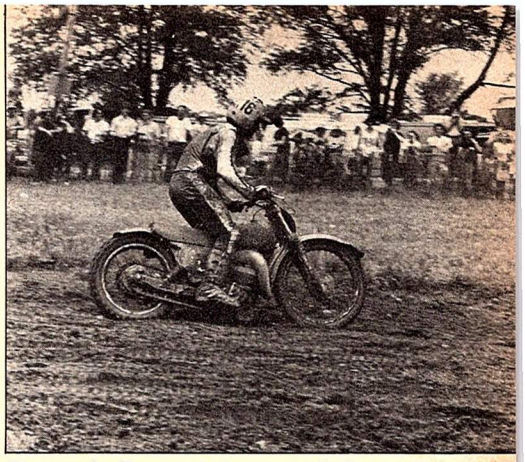
The factory CZ contingent of two Russians (Yury Khoudjakov, Pavel Rulev) and two Czechs (Jiri Churavy, Zdenek Velky) struggled most of the day, with Khoudjakov making the best showing with a fourth overall. In the first moto he worked his way from first to ninth by overshooting berms and bobbling in turns. A more consistent ride in the second race enabled him to hold onto fourth as some of the front-runners dropped out of the moto. The other Russian, Rulev, also had his problems. A blown engine in the first moto and a fight to finish 12th in the second, after a very poor start, climaxed a tough day of racing.

Czech stars Churavy and Velky were never threats, but rode steady, consistent rides to finish seventh and

USGP 125cc MANSFIELD, OHIO

OVERALL	COUNTRY	MACHINE	MOTO	Q/T	WT.	DB.
1. Gaston Rahier	Belgium	Suz	3-1	3:18	182	107
2. Kojii Masuda	Japan/U.S.A.	Suz	2-2	3:14	185	108
3. Pat Richter	U.S.A.	Suz	5-3	3:18	197	109
4. Yury Khoudjakov	U.S.S.R.	CZ	9-4	3:21	196	109
5. Gary Ogden	U.S.A.	Suz	6-7	3:22	203	108
6. Frank Stacy	U.S.A.	Suz	10-5	3:19	198	109
7. Jiri Churavy	Czech.	CZ	7-8	3:20	199	107
8. Zdenek Velky	Czech.	CZ	12-6	3:22	196	106
9. John Savitski	U.S.A.	Suz	11-10	3:24	203	108
10. Gerard Rond	Holland	Yam	1-24	3:19	201	105
11. Jim Martin	U.S.A.	Hon	14-13	3:36	197	107
12. Andre Massant	Belgium	Yam	4-24	3:11	198	106
13. Glen Johnson	U.S.A.	Suz	18-11	3:31	199	104
14. Jay Kimber	Canada	Yam	16-14	3:19	198	105
15. Mike McIntosh	U.S.A.	Yam	15-15	3:32	194	105
16. Danny LaPorte	U.S.A.	Suz	8-24	3:27	187	108
17. Barry Duncan	U.S.A.	Hon	17-16	3:25	200	107
18. Warren Reid	U.S.A.	Hon	13-20	3:17	176	114
19. Mike Jones	U.S.A.	Hon	24-9	3:31	186	109
20. Pavel Rulev	U.S.S.R.	CZ	24-12	3:20	194	107
21. Scott Wallenberg	U.S.A.	Suz	19-18	4:29	199	108
22. Claudio Ippolito	Venezuela	Yam	20-19	4:02	189	107
23. Marc Vander Beken	Belgium	Yam	24-17	3:35	201	108
24. Peter Adams	Canada	Suz	24-24	4:47	198	108

Who says you have to be small to ride a 125? Six-footers Gerard Rond (towel) and Andre Massant, Yamaha teammates, flank Suzuki stars Gaston Rahier and Danny LaPorte at the riders' meeting.



Danny LaPorte, using up all the travel on his factory Suzuki landing off Mid-Ohio's straightaway jump, had trouble hanging on in the mud like most of the other American stars.

eighth when the day's racing was over.

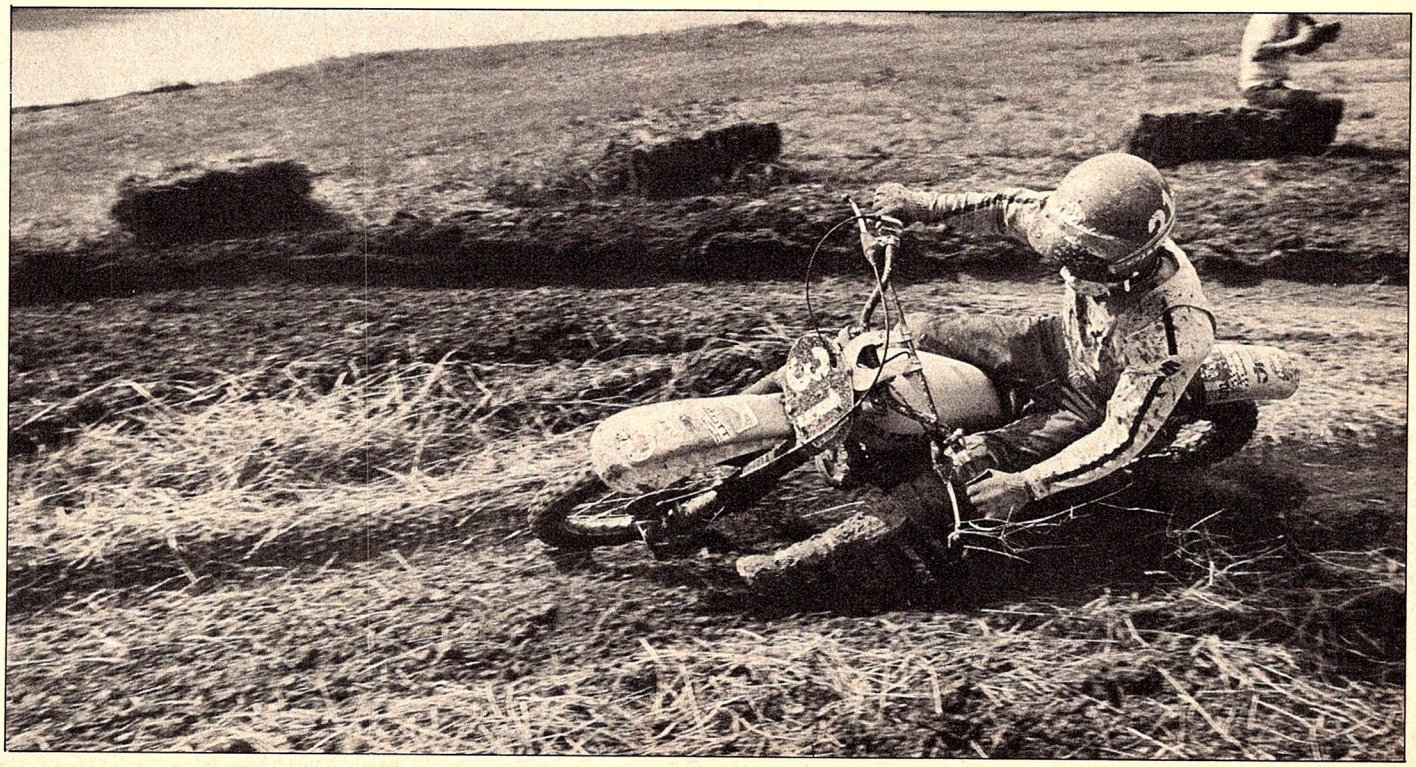
Pat Richter from Northern California led the American contingent against the stars from Europe. But, like most of the Americans, he found it difficult to hang on in the slippery stuff during the first moto. Both he and Reid got off to excellent starts and were riding fast enough to win, but kept bailing off their machines. Their mistakes were costly, with Reid suffering physically with bruises on his side from going over the bars. Richter, to his credit, didn't give up, and clearly outrode most of the riders entered; however, most of his energy was spent playing catch-up. His 5-3 showing was a well-earned third overall effort for the Moto-X Fox rider.

FMF's Gary Ogden made the boo-boo of the day when he turned off a couple of feet short of the finish line in the second moto and gave up a fourth overall finish to the Russian Khoudjakov. It was an easy thing to do, since the finish was a scant few feet around a right turn and then an exit to the left. Gary was upset with himself in the first moto for letting Richter get by him, but it was nothing compared to what he felt in the second after the two-foot-short finish.

Frank Stacy, originally entered on a Penton, picked up Steve Wise's Moto-X Fox ride on a Suzuki when Steve broke his toe a week before the start. He was dazzling the crowd with his cross-up leaps over the jumps on the back part of the course. His strong second-moto showing earned him a sixth for the day.

Six of the top ten riders were on the yellow Suzuki screamers, with John Savitski taking the ninth spot in front of Yamaha star Rond. Besides dominating the action in the first ten of the GP event, Suzuki took the 250cc Support class as well, with winning rides by

Kojii Masuda picks up some straw with his clutch lever on his way to a tie for the overall with Gaston Rahier on the beautiful Mid-Ohio motocross track.



VALVOLINE 125 USGP

Mickey Boone in each moto for a perfect 1-1 showing.

Danny LaPorte was feeling some of the pressure of leading the AMA 125cc National points race and was trying to psych himself up for this event. He had some problems with the slippery stuff in practice, and then it humbled him again in the first moto while he was trying to pass Ogden for sixth on the last lap. He hit the same hole Reid got off in. The Suzuki's throttle stuck wide-open before he could get to it, but the engine seemed OK later when Pat Alexander, LaPorte's mechanic, checked it over before the second moto. As luck would have it, the piston ring had broken and a piece fouled the plug just as the gate dropped for the second moto. His eventual DNF in the moto cost him a first-ten placing and made for a day of racing he'd rather forget. Maybe Gaston found a way to pass on that little dark cloud that's been hovering over him in Ohio for the last couple of years.

Although it was a fairly light field, The USGP was split equally between foreign and American riders. Akira Watanabe, Suzuki's other 125cc GP star and leader in the World standings after the first two events, had been injured in Belgium and was supposed to be ready for the U.S. round. His no-show apparently means he won't be mended in time to compete in the two remaining events left in the 12-event schedule.

Of the 24 riders who competed, four of the top ten were Americans. One of America's leading 125 riders, Broc Glover, riding for Yamaha and the closest challenger to Suzuki's LaPorte for the National title, was too young to

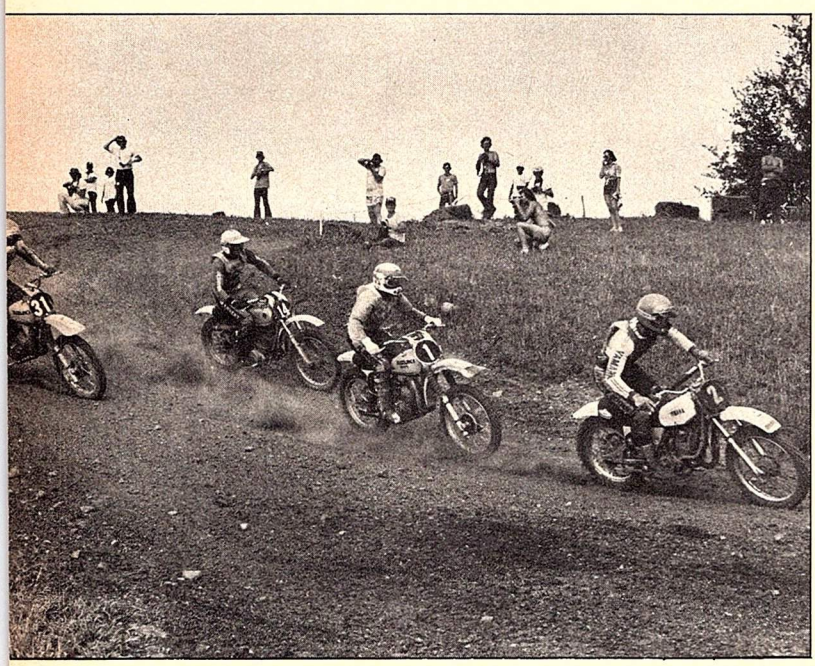
POOR TIMING...

☐ Gaston Rahier brought up a question to me which I feel has some merit. It was a short time after qualifying, and rather than say he questioned the times that were recorded, he explained that in almost all countries that now host Grands Prix, electronic scoring is used for timing both in qualifying and in the event itself.

Grand Prix events are very important races in the world of motosport racing, and are in most cases handled very professionally. Electronic scoring is used in almost every other form of motor racing and considering the speeds involved, helps eliminate the human error inherent in the use of stopwatches and such. Some events even have computer readouts giving instant results after the event.

It would be an unwarranted burden for the promoter to have to furnish such timing, but it should be well within the means of the AMA to come up with such equipment. *Huer* or some other timing equipment company would probably be willing to give such equipment for this use on a promotional basis. In this event and in the USGP at Carlsbad the overall was determined by time. In this case, Rahier won the overall by 1.2 seconds. Try clicking that off by hand and you'll understand the situation more clearly.

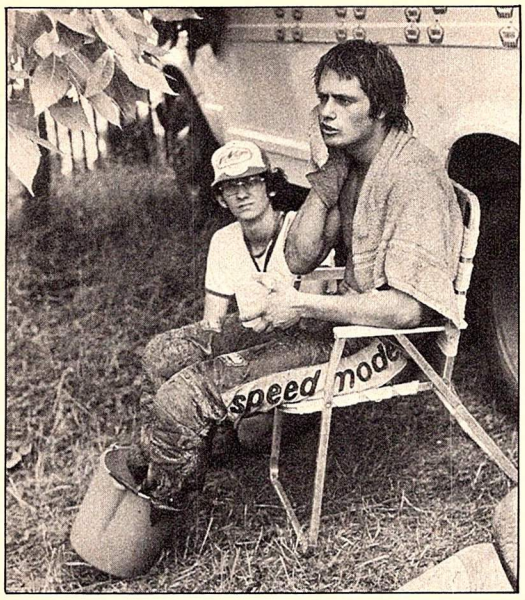
Pavel Rulev, the *other* Russian, suffered mechanical woes in both motos and needed an engine change after the first race. He makes a Bandaid go a long way in order to prevent "chest" rash.



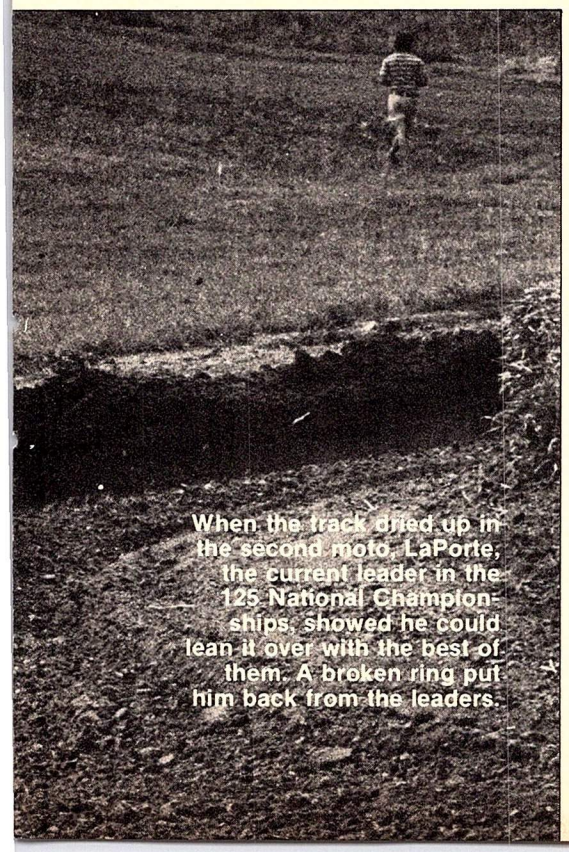
Rond (2), followed by Rahier, Khoudjakov, Masuda, Rulev and Richter, held off Rahier for six laps in the second moto only to DNF shortly after Gaston passed him. It ended any chance he might have had for the 125cc World Championship.

compete in the Grand Prix. The conflicting 500 National in Texas the same day also kept away Hannah and a few others who would have been potential threats for the overall in Ohio.

The top foreign riders in the standings were all here, and the course was difficult enough to allow a fair comparison of all the talent. What clearly was shown is the lack of a gap between the top riders from Europe and America.

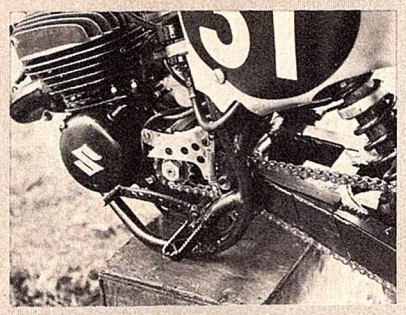


Gerard Rond tries to cool off after his first-moto win in the intense, record-breaking Ohio heat. The young star from Holland is currently in second in the World standings and is a rider to watch in coming seasons.

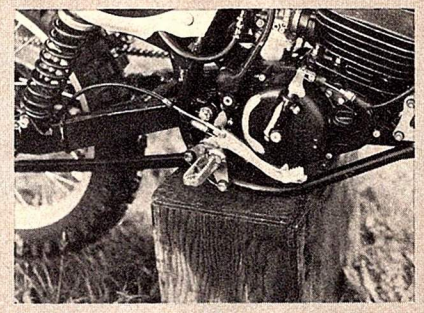


When the track dried up in the second moto, LaPorte, the current leader in the 125 National Championships, showed he could lean it over with the best of them. A broken ring put him back from the leaders.

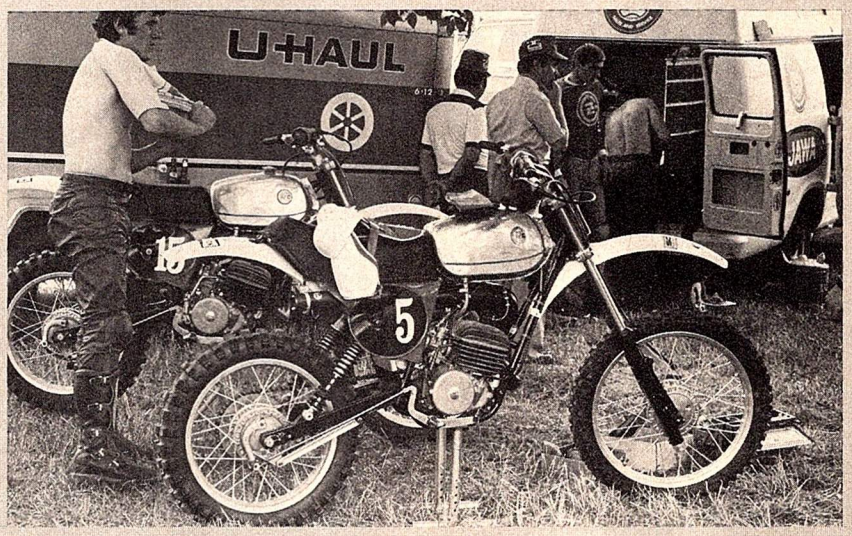
THE BIKES



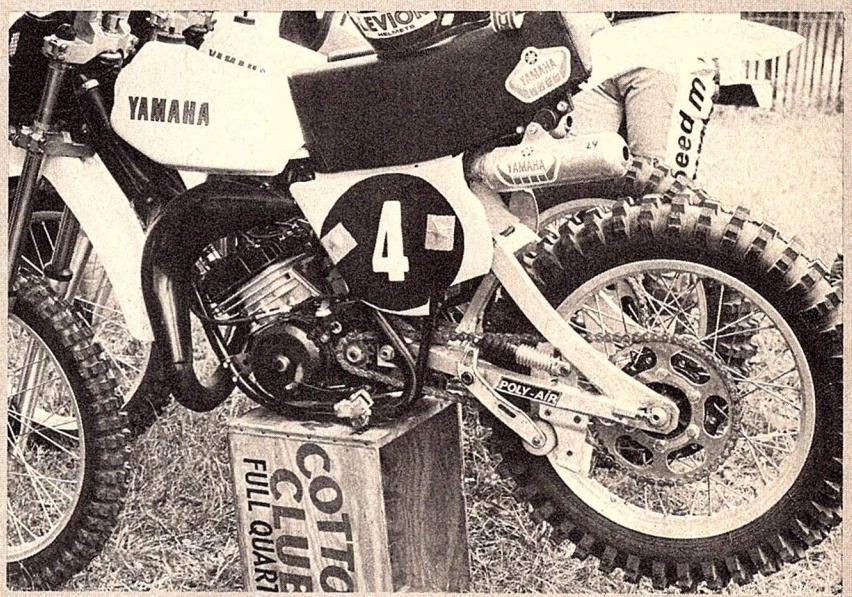
Masuda's Suzuki used moved-up footpegs, special counter sprocket guard and chain tensioner. Boxed alloy swingarm and Kayaba reservoir shocks were on all the factory bikes.



Rahier made his own raised footpeg and shift lever assembly in his shop in Belgium. His seat was cut down to help lower his center of gravity.



The factory CZs were lighter than the factory water-cooled Yamahas and seemed to have enough power to be competitive. Most suspensions were Marzocchis and Girlings. Mikuni carbs and Petty fenders were on all their bikes.



Massant's factory water-cooled Yamaha used a unique hydraulic chain tensioner on the special alloy swingarm.

COMPE

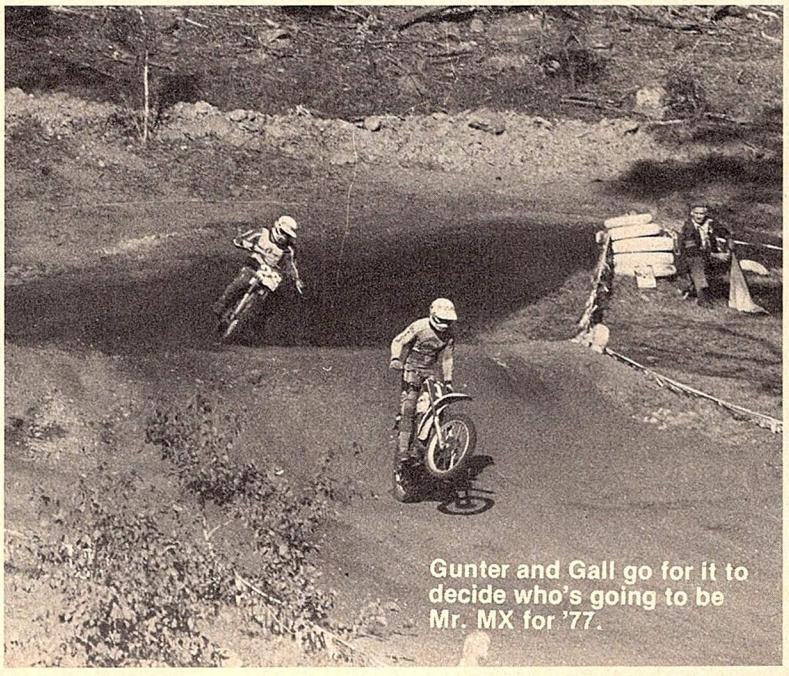
NEW SOUTH WALE

Aussies assault

☐ It's only a matter of time before motocross becomes a sport recognized world-wide, and the Aussies are doing their part with a World Championship contender all their own. In Australia the coveted title is that of Mr. MX. It is fought for just as fiercely as any national title in the U.S. or Europe. The close proximity of the Japanese homeland provides Australia and the surrounding islands with ready access to new models before they arrive in the States, with the Down Under region becoming increasingly important to the Japanese factories.

It was a star-studded field of riders that took to the starting line at Dargle, just 30 kilometers from Sydney, to battle for the '77 New South Wales 250 MX Championship. Tony Gunter, the 1976 Mr. MX, was there on his tricked-out RM250 Suzuki to try to capture the N.S.W. Championship. Steve Gall, John Behrens, Grant Cramer, Greg Lutze and New Zealanders Brian Martin and Hans Applegren might be unfamiliar names on the American circuits, but they are well known to the Aussie MX enthusiasts. A few of the local stars were missing — the most notable being Geoff Worrell, who has not ridden since the first round in New Zealand due to a broken thumb, and Per Klitland, who was away riding in Europe.

New South Wales 250 Champion Steven Gall aims his factory Yamaha for the lead in the '77 Mr. MX series.



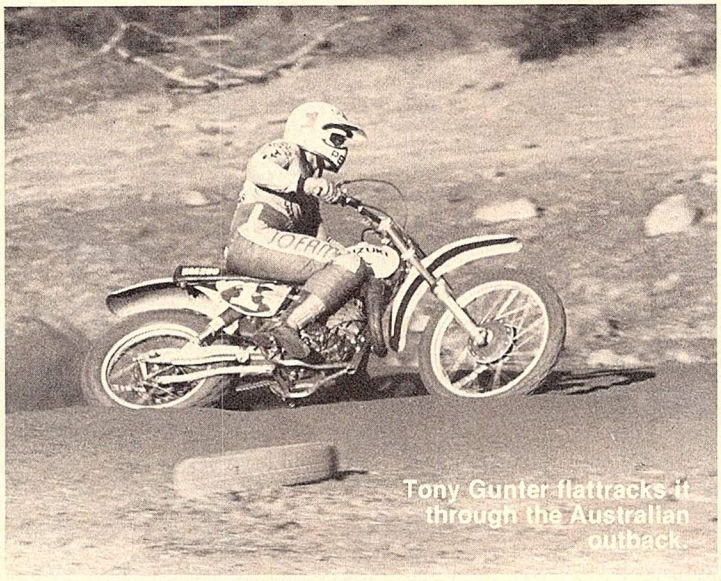
Gunter and Gall go for it to decide who's going to be Mr. MX for '77.

FIRST MOTO

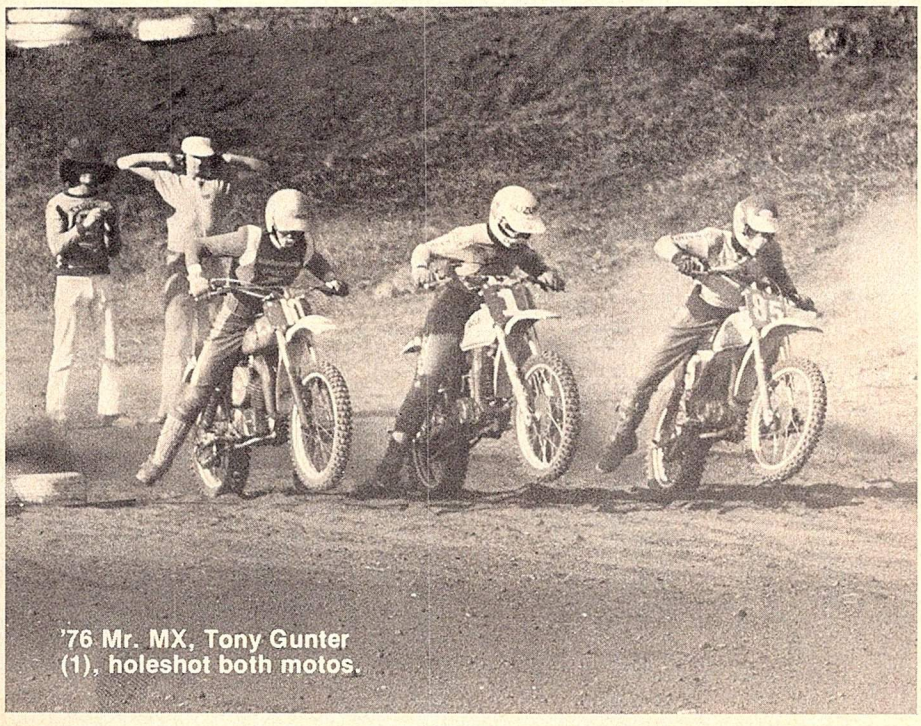
It was 1976 Mr. MX Tony Gunter who took the holeshot in the first moto on his Bill Morris-sponsored RM250, with factory Yamaha-mounted Steve Gall in hot pursuit. Gall followed Gunter's lines exactly until turn five, when Gall dramatically changed his line mid-turn, hooked up his potent Yamaha and shot past Gunter, opening up a two-bike-length lead which he held until the pack thundered up the

TITION
'S CHAMPIONSHIP

Dargle By Jeff Keen



Tony Gunter flattracks it through the Australian outback.



'76 Mr. MX, Tony Gunter (1), holeshot both motos.

rough hill, into the trees and out of sight. When they reappeared, it was Gunter again in the lead with Gall hot on his heels. Over the two jumps out of the back section of the track and into the chicane (the part of the track where Gunter seemed most at home), he threw the Suzuki onto its left side in a beautiful flattrack powerslide which he held until his back wheel hit the berm on the other side of the track. Gunter then changed direction almost instantaneously and flew off the drop-off and onto the Coca-Cola straight. In that short section of track he had pulled 15 feet on Gall, and from then on it was all Gunter's race. He reeled in consistent 1.25-minute laps until he received the checkered flag, by which time he had lapped up to fourth place.

SECOND MOTO

The second moto was almost an exact replay of the first: Gunter with the holeshot and Gall in hot pursuit. With ten minutes to go, Gunter slowed and Gall started to gain ground. With a malfunctioning machine, Gunter rode as hard as humanly possible, but could not hold back the hard-charging Gall. Gall caught Gunter, but it was a brief and futile battle which raged for only a few turns until Gall, who seemed to be almost toying with Gunter, shot past for the lead. Tony tried to follow, but in the process fell in the berm in turn nine.

The first five overall will be eligible to represent New South Wales in the Hang Ten Australian MX Title in South Australia in October, 1977.

RESULTS

1. Steven Gall
2. Tony Gunter
3. Hans Applegren
4. M. Pace
5. Brian Martin (N.Z.)
6. M. Adcock

Broc Glover and Bob Hannah have reason to be happy. Together they brought Yamaha its second 125 National Championship.

125 NATIONAL CHAMPIONSHIP

☐ Three separate mentalities directed the forces that were chasing the 125 National title. Bob Hannah was driven by the desire to defend his title. For him it was a come-from-behind, do-or-die charge after early-season failures had cost him the lead. For teammate Broc Glover the approach to racing was to continually attack, but never take a chance on making a mistake. Glover needed to do well in his first year on Team Yamaha. He could little afford to do Hannah-like *Blitzkriegs.* For Danny LaPorte, the year was fraught with tension. Danny grabbed the points lead in the first race at Hangtown and held it tenaciously throughout the series. For Danny, riding was a mathematical calculation. He had to finish every moto in the top five. Caution was the byword of Team Suzuki's premier one-two-fiver.

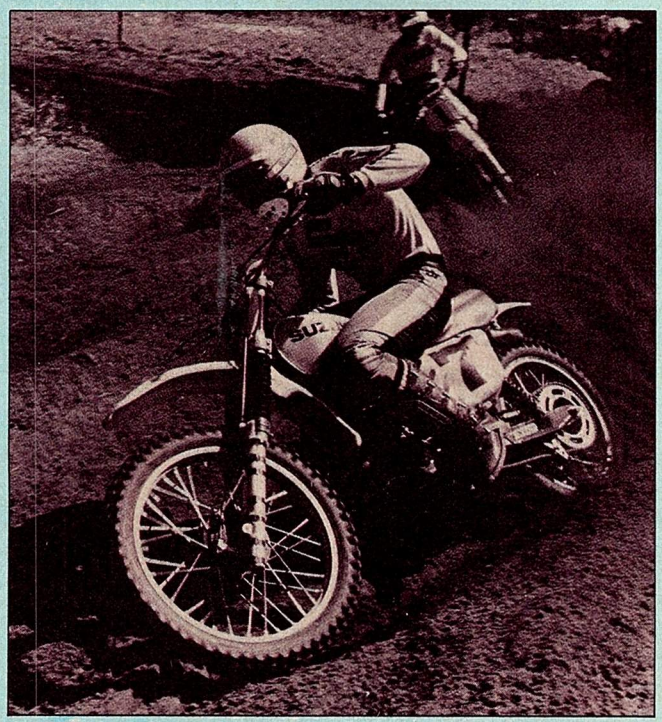
Hannah rode as if he wanted the bike to break. Several times during the season the Yamaha crew stated that if Bob failed to finish one more moto, they would drop out of the 125 chase to pursue the 250 and 500 classes only. So Hannah piled on enormous leads, but never backed off. Rarely did he cool it. It was as though he wanted to either demolish the opposition or demolish the bike.

LaPorte was no competition for Hannah. Not because he couldn't have been, but because he didn't have to be. All Danny had to do was keep on finishing. It was foolish to even try to engage the wild-riding Hannah in a dice.

Glover rode unnoticed for most of the season until he took over second place in the standings from Hannah. Then, as Glover narrowed the gap on LaPorte, people began to see that Broc had the talent to win the title. All Broc had to do was keep his cool and keep on keepin' on.

The fateful race of the series was in San Antonio. LaPorte had a ten-point lead over Glover and a 17-point lead over Hannah. Which, translated into moto finishes, meant that he could finish no worse than second and third if he wanted to win, assuming that Glover swept both motos. To beat Hannah he could ride a more conservative fourth and third.

But what had been a "take no prisoners" battle all year long suddenly became an embarrassing event in American motocross. Yamaha, not content to send Hannah and Glover out to take their best shot, flooded the field with potential blockers. 500 World Championship contender Pierre Karsmakers was brought in to ride his first-ever 125 race. Big Ricky Burgett was flown in for his first 125 race. And Yamaha Support class rider Mike Bell was given a chance to ride his first National for Team Yamaha. AMA Motocross Manager Mike DiPrete issued a stern lecture at the riders' meeting aimed at the Yamaha riders, telling them they would be suspended indefinitely should they interfere. It was unnecessary. The riders had more scruples than the company. Karsmakers, Burgett and Bell are honorable men and would never resort to hard riding, *a la* the Russians. But it was not to be a clean, decisive race.



If not the victor in points, Danny LaPorte is the 125 National Champion of the fans.

Broc Glover won both motos and ended up tied in points with Danny LaPorte for the 125 National title. Based on moto wins, Glover was declared Champion.

PRIVATEERS ALMOST WIN

Plymouth, California, April 10

The twin-billed 125cc/250cc National motocross season opener at Hangtown has traditionally been THE event on the National circuit, and the competition has never disappointed the huge 30,000-plus crowd that comes out to take part in the weekend of racing. For the reigning 125cc National Champ, Bob Hannah, though, Hangtown brought nothing but frustration.

TAKE NO PRISONERS

Hannah, Glover and LaPorte take it to the wire

By Jim Gianatsis

TAKE NO PRISONERS

Riding an untested and non-water-cooled OW 27 works bike, Hannah suffered teething problems both motos which would start him off in the six-race series with a 47-point disadvantage.

The opening laps of the first moto were a tag match between FMF's Ron Turner, Suzuki's Jeff Jennings and Moto-X Fox's Pat Richter over the lead, as Hannah and Suzuki's Danny LaPorte worked their way up from mid-pack starts. It wasn't long before LaPorte and Hannah had swooped by the leaders to take control of the moto, with Bob looking for room to move around Danny and disappear across the Hangtown sand whoops. Just as Bob was beginning to make his move, the bracket holding the silencer to the frame of his bike broke, wedging the silencer into the rear tire and causing the Yamaha to lose power. Bob eventually dropped back to finish the moto in 17th place as LaPorte danced his way to the moto win ahead of Pat Richter.

Round two saw Richter pulling the holeshot with his water-cooled Fox Suzuki and nailing down the lead, but LaPorte and Hannah weren't far behind. Within four laps Hannah had passed LaPorte, and was closing the distance on first place again when his chain tensioner broke, derailing the chain off the works Yamaha. Bob retired to the pits as Richter continued to hold down his strong lead. It didn't look like Danny could catch Pat, but with ten minutes remaining in the moto, a water fitting on the head of the Moto-X Fox Suzuki broke, causing the engine to overheat and Pat to ease up on his pace. Before the checkered flag fell, both LaPorte and Broc Glover had gotten around the steaming Richter, giving Danny the day's overall win and leaving Pat with second.

Results: 1. Danny LaPorte (1,1) Suz; 2. Pat Richter (2,3) Suz; 3. Gary Ogden (4,6) Suz; 4. Steve Wise (5,5) Hon; 5. Warren Reid (3,12) Hon; 6. Arlo Englund (6,9) Hus; 7. John Savitski (7,11) Suz; 8. Broc Glover (DNF,2) Yam; 9. Mike Guerra (11,10) Hus; 10. Jeff Jennings (DNF,4) Suz.

HANNAH SCORES POINTS

Keithsburg, Illinois, June 12

After a two-month layoff for the running of the 250cc National Championship, the 125cc series picked up again at Sandy Oaks Raceway. The all-sand track was similar to those found in the Florida Series, and the riders were calling it the toughest on the National circuit by the end of the day.

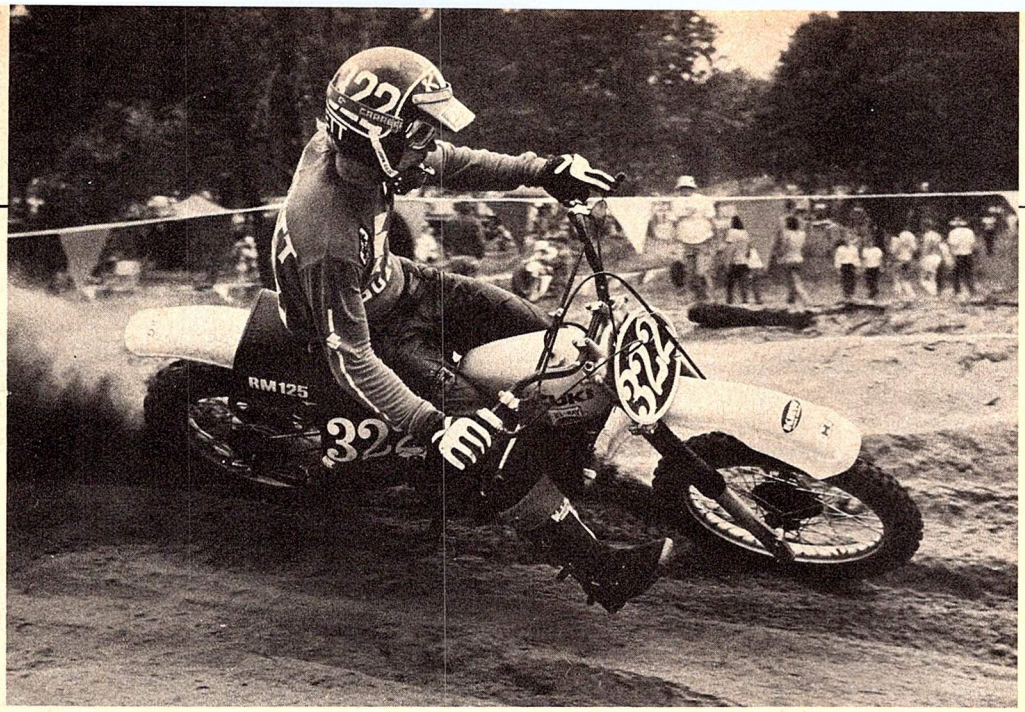
Hannah's mechanic, Keith McCarty, had time during the series layoff to take care of the problems on Bob's works OW 27, and when Team Yamaha arrived in Illinois Bob was ready to begin winning again. He pulled starts near the front of the pack in both motos to quickly take the lead, nearly lapping the entire field by race's end. The only rider capable of staying with Bob on the rough sand course was teammate Broc Glover, who followed Bob off the line in the second moto to finish second at a distance of 30 seconds behind by the end of the moto.

In the first moto Glover could finish no higher than eighth place, which kept him from challenging Danny LaPorte for the second overall spot. Danny's best ride came in the opening moto, where he worked his way up from 20th spot to second. It came at the expense of Kawasaki's Jimmy Weinert, who had been running in the second spot right up until the last lap. The "Jammer's" performance was impressive because Sandy Oaks was his first-ever 125cc National race, and Jimmy was riding a previously untried new KX works bike. Because many of the riders were constantly using full throttle to keep from bogging in the deep sand, fuel was being burned at an unusual rate, and Jimmy had run out of gas on the last lap. Because of a sore back from the rough course, and the too-small fuel tank on his Kawasaki, Jimmy didn't attempt to ride the second moto.

Danny LaPorte could only manage a fourth place in the final moto after he, Pat Richter and Billy Grossi had tangled on the opening lap and found themselves in last place. After his excellent showing at Hangtown, Richter found the deep sand at Sandy Oaks much too difficult to ride with his heavy, water-cooled Fox Suzuki and spent the entire day trying to recover from crashes. For the remaining races in the series Pat would ride a non-water-cooled bike.

Results: 1. Bob Hannah (1,1) Yam; 2. Danny LaPorte (2,4) Yam; 3. Broc Glover (8,2) Yam; 4. Gary Ogden (3,9) Suz; 5. Warren Reid (6,6) Hon; 6. Chuck Sun (7,7) Hus; 7. Arlo Englund (11,10) Hus; 8. Tony Wanket (10,11) Yam; 9. Steve Wise (DNF,3) Hon; 10. Kojii Masuda (4,DNF) Suz.

Honda's lone rider was Warren Reid. His potent 176-pound Type 2 took him to fourth for the season.



The rising star this year was Illinois' Mark Barnett. Sixth overall in the 125 class.

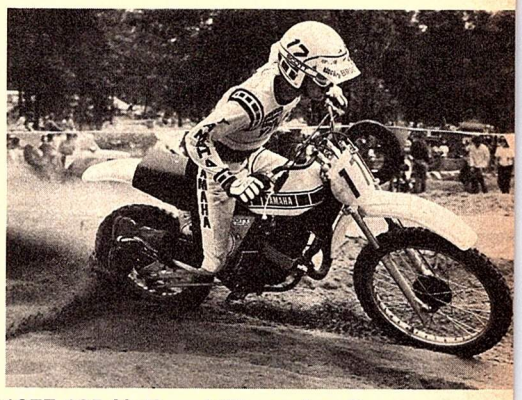
Steve Wise and his ultra-trick homemade Honda were the top privateers again this year. If the kid doesn't get a factory ride in 1978 we should all write our congressmen.

YAMAHA SWEEPS CLEAN

Midland, Michigan, June 19

"Hurricane" Hannah continued to ride hard at round three in the series in an attempt to make up for the points he lost at Hangtown. Midland proved to be another rough 'n' tumble sand track, just what Bob needed to exercise his skill in pulling off another overall win. Team Yamaha snatched the top two places, with Bob sharing moto victories with teammate Broc Glover on his Jim Felt-prepared OW 27. Jimmy Weinert embarrassed most of the younger riders as he snared third overall with his new Kawasaki.

In the first moto early leaders Gary Ogden and Danny Turner lost quickly to Hannah's charge, despite the fact that Bob fell once and his bike was cutting out on the rough whoop-de-dos. By the midway point in the moto both Danny LaPorte and Weinert were closing in on



1977 125 National Champion Broc Glover — a fast, hard-riding 17-year-old.

Japanese transplant Kojii Masuda was not eligible for National points this year, but turned in a number of top five rides. Could it have anything to do with his warm-up exercises.

TAKE NO PRISONERS

Hannah's ailing bike as they battled back and forth over second spot, but then they tangled bars in a tight turn and crashed. Weinert was the first to remount and went on to finish second, with LaPorte being left in the fourth spot after being passed by Moto-X Fox's Steve Wise, with Glover fifth.

Danny LaPorte had to be the most disappointed rider of the day, even more so in the second moto than the first. As Broc Glover disappeared with first place, after Danny Chandler and Mark Barnett went out with bike problems while leading the opening laps, Danny found himself with a secure second place ahead of Hannah. Suddenly a spectator darted across the track in front of Danny's Suzuki, snagging and damaging the front brake cable. What followed was one of the most exciting clashes of the series, so far, as Hannah and LaPorte played tag right down to the last lap. The destruction derby between the two ended on the last lap when Danny's front wheel locked up while going across a vicious set of whoops, pitching Danny on his helmet. He still remounted in time to hold onto third spot ahead of Weinert, but Hannah had picked up enough points during the day to move up into second spot in the battle for the Championship behind Danny. The following weekend in Texas, Broc would narrow the gap as well.

Results: 1. Bob Hannah (1,2) Yam; 2. Broc Glover (5,1) Yam; 3. Jimmy Weinert (2,4) Kaw; 4. Danny LaPorte (4,3) Suz; 5. Steve Wise (3,5) Hon; 6. Gary Ogden (9,6) Suz; 7. Pat Richter (8,9) Suz; 8. Mike Guerra (14,8) Hus; 9. Chuck Sun (11,11) Hus; 10. Warren Reid (19,7) Hon.

GLOVER VERSUS WISE

Houston, Texas, June 26

The story at Rio Bravo Cycle Park was that Bob Hannah didn't win. Rather, it was teammate Broc Glover who put together two perfect motos for the overall win ahead of Moto-X Fox's Steve Wise and his radical Cliff White-built Honda, followed by LaPorte in third, then Hannah.

Hannah's problems began early in the hot Texas morning when he missed practice due to bike problems. The bike was rebuilt before the first moto, but Bob never got to learn the track. After a fairly decent tenth-place start he was working his way toward the front on the first lap, only to crash into another rider because Bob hadn't learned which way the turns went. Picking himself up off the ground, he worked his way back to fifth before the moto ended.

Meanwhile, Broc had stolen the holeshot and disappeared ahead of Barnett, Jennings and Richter. Steve Wise was on the gas all day as he moved up from a dismal start into second for his home state crowd. Barnett held onto third with his C&B-sponsored Suzuki, and when Jennings dropped out from heat exhaustion teammate Danny LaPorte moved into fourth. Richter might have given LaPorte a battle for that position, but he was trying to catch Barnett for third with a few laps remaining in the moto, only to fall three times in the process and end up with sixth behind Hannah.

Broc wheelied away with the lead of the second moto as well, but this time Wise was hot on his fender. LaPorte tangled with Kojii Masuda, Suzuki teammate and Japanese Champion, leaving them both in last place on the opening lap. Danny remounted to put on the most spirited ride of the day as he moved up through the pack, passing everyone, including Hannah, to claim fourth spot. Hannah seemed to be having a bummer of a day, going down once during the race when he tangled handlebars with Weinert. Jimmy stayed up on two wheels to finish in third ahead of Danny. Meanwhile, up front, Wise's strategy was to tail Glover for most of the moto, pushing him just hard enough so he'd tire near the final laps. The plan backfired, because Steve tired first and dropped back two laps from the end to let Broc take his second moto win of the day.

Results: 1. Broc Glover (1,1) Yam; 2. Steve Wise (2,2) Hon; 3. Danny LaPorte (4,4) Suz; 4. Bob Hannah (5,5) Yam; 5. Mark Barnett (3,9) Suz; 6. Warren Reid (7,6) Hon; 7. Pat Richter (6,7) Suz; 8. William Joyce (10,8) Suz; 9. Jim Weinert (DNF,3) Kaw; 10. Ron Turner (12,11) Suz.

POINTS GET CLOSE

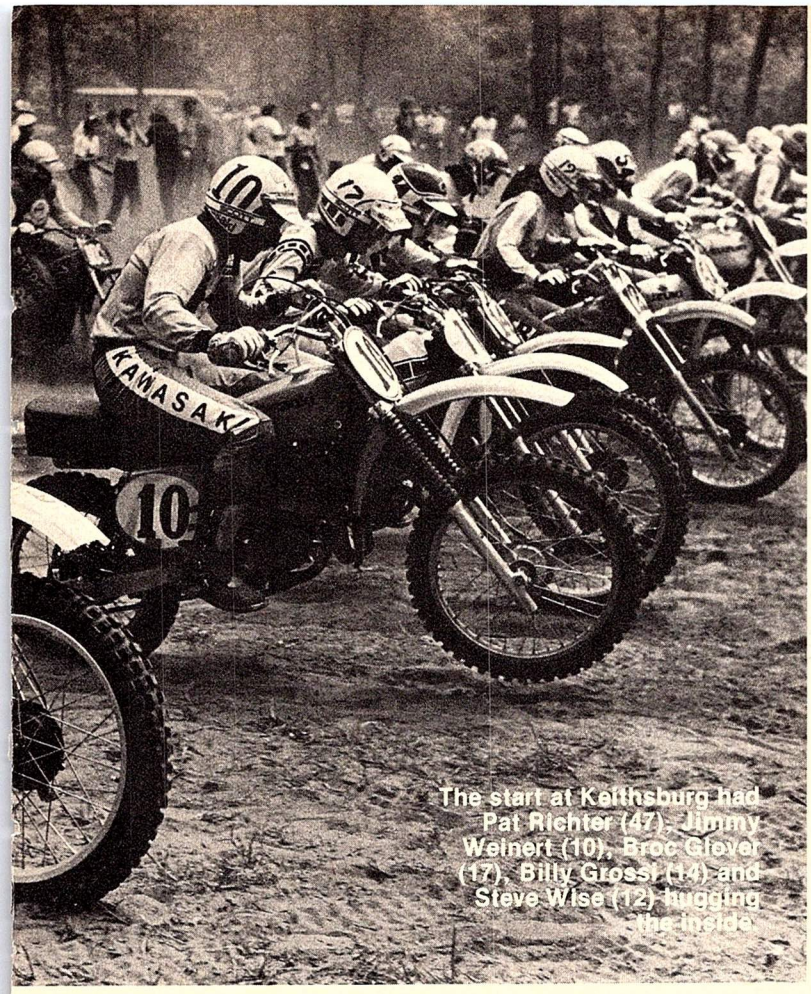
St. Joseph, Missouri, July 3

After what had been, for him, a disappointing performance the weekend before in Texas, Bob Hannah showed up at the Agency Motocross 125cc National with more than a little

determination to do well. This was his next-to-last chance to close the points gap on Danny LaPorte for the Championship.

Danny "Magoo" Chandler aced another holeshot with his Woodland Sports Suzuki and held it for two laps before the California Wildchild clipped an official in mid-air and gave up his lead to see if the official was injured. Mark Barnett found himself with the lead, but only for three laps before Hannah wheeled his way past and began pulling away for the last look anyone would see of him. Mark did a fantastic job, holding on to second spot for his best finish ever in a National, while just behind Glover and LaPorte traded paint and tire marks all the way to the checkered.

Honda's Warren Reid, who had slowly been learning the ropes of racing the National circuit all series long, got things cookin' in the second moto as he took to the lead ahead of Chandler and Hannah. Bob seemed content to follow the two for nearly half the moto at what must have seemed an easy pace, for once he decided to pass he was nothing but a dust cloud in the distance wheeling away. Chandler eventually retired to the pits with a damaged shifting shaft. Broc Glover recovered from his somewhat slow



The start at Keithsburg had Pat Richter (47), Jimmy Weinert (10), Broc Glover (17), Billy Grossi (14) and Steve Wise (12) hugging the inside.

Glover and LaPorte burn in the Texas sun while Jody gets in the way of the camera and mechanic Jim Felt tries to stay awake.

start to move up and pass Reid for second. A more than friendly discussion between Weinert and LaPorte ended at the finish line with Danny in fourth spot.

By the end of the day, with one race yet to be run for the Championship, Danny LaPorte's 200-point lead in the series had been narrowed greatly by Broc Glover with 190 points in second spot, and Bob Hannah in third with 183. Though Bob had won three overall victories in the series so far, it was obvious that his mechanical problems had kept him from catching a more consistent Danny LaPorte on the Pat Alexander-prepared RA works Suzuki. The final race of the series at San Antonio would decide the 1977 Championship between LaPorte, Glover and Hannah.

Results: 1. Bob Hannah (1,1) Yam; 2. Broc Glover (3,2) Yam; 3. Warren Reid (5,3) Hon; 4. Danny LaPorte (4,4) Suz) 5. Mark Barnett (2,8) Suz; 6. Billy Grossi (6,5) Suz; 7. Jimmy Weinert (7,7) Kaw; 8. Chuck Sun (9,10) Hus; 9. Danny Turner (10,12) Hon; 10. Pat Richter (DNF,6) Suz.

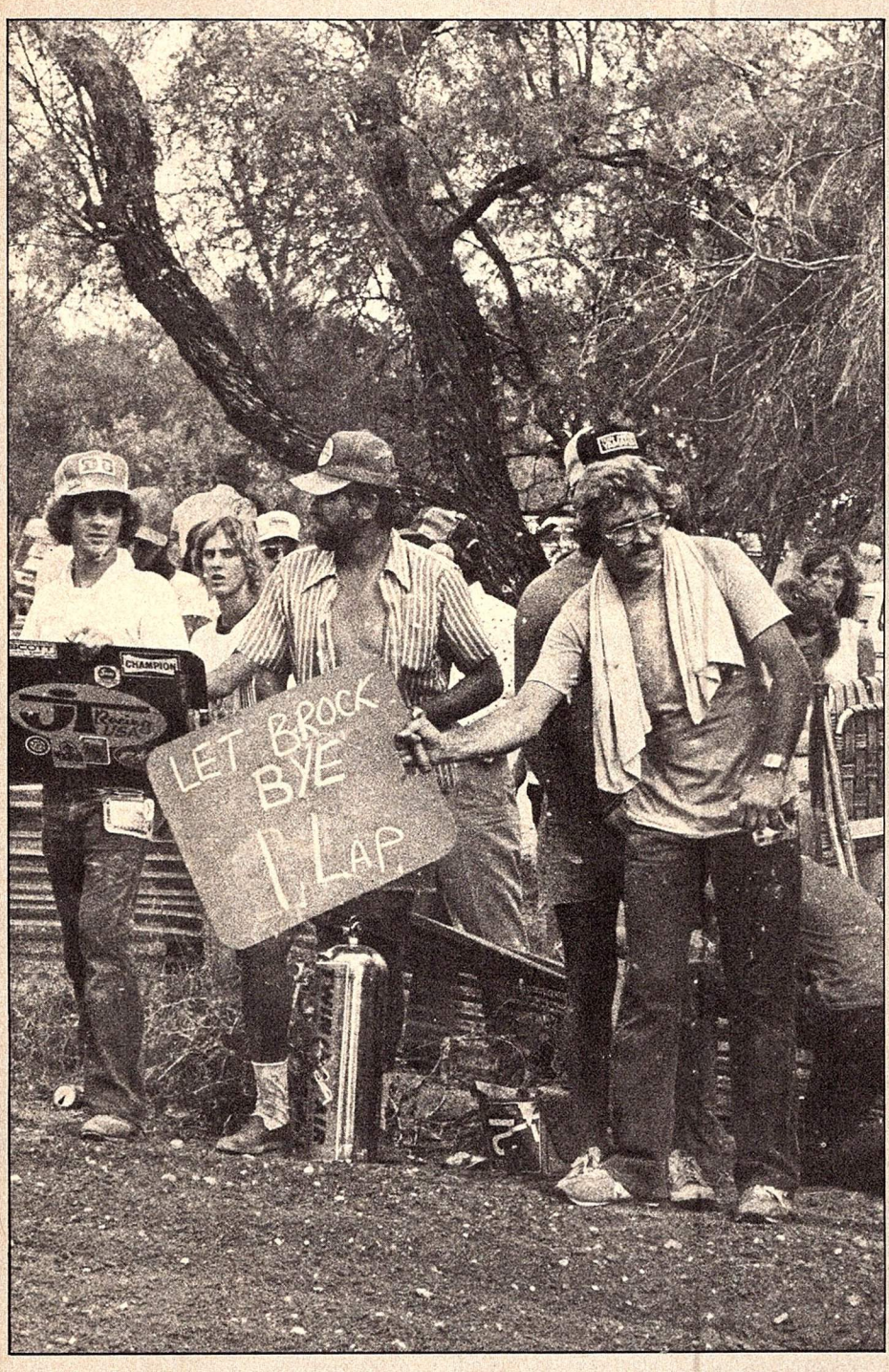
RACING IS BIG BUSINESS

San Antonio, Texas, August 14

The final round was to take place on the dusty, ill-prepared Cyclerama track on a muggy summer day in Texas.

Continued on page 70

Gary Ogden (48) dices with DG rider Danny "Magoo" Chandler. Ogden's FMF Suzuki took him to eighth overall.



INSTANT REPLAY

VIOLATION?

Who is Shoeless Joe Jackson?

☐ The AMA Professional Racing Department is currently investigating the possibility that Team Yamaha may have violated the rules on their way to winning the 125 National Championship. The alleged offense is a violation of Chapter XIII, Offenses, Rule 3B. Quickly paraphrased, the rule states that no riders shall engage in any event in which the results are "fixed."

It is a ticklish situation for the AMA, although they are acting as the governing body, to put themselves in. Yamaha has won the 125 National Championship for the second straight year, but if the AMA rules that in doing so the rules were broken, the crown could be stripped away and handed to Danny LaPorte and Suzuki. There is little doubt that Bob Hannah, Broc Glover or Danny LaPorte are fast enough to win the Championship, but the fans and spectators deserve a quick and detached airing of the facts.

The AMA contention is that when the Yamaha mechanics held out a pit board telling Bob Hannah to slow down and let Broc Glover by with one lap to go, they were in effect rigging, and altering the outcome of, a National Championship event. Photographs taken at the time indeed prove that Hannah was told by someone to throw the race in order to ensure that Broc Glover would win.

Sporting events have been rocked by fixing scandals since the invention of the ball. In 1919 a baseball player named Shoeless Joe Jackson and his Chicago Whiter Sox teammates threw the World Series at the request and bribing of gamblers. Jackson and his fellow felons were thrown out of baseball and not allowed to play another inning. The sport of baseball itself was almost ruined, only to be saved a year later by a rising star named Babe Ruth.

More recently, in the 1960s National Football League players Alex Karras and Paul Hornung were suspended from the

sport for one year for betting on the outcomes of games. Although Hornung and Karras insisted that they had only bet on their own teams, the NFL realized the dangerous precedent and acted swiftly against the two players.

The sport of motocross had the Russian crash blocking affair of Jaroslav Falta in 1974. It was a serious international incident, which the FIM did nothing about. Guenady Moiseev won the title while his teammates took dead aim on the Czech rider and crashed into him repeatedly. Yamaha in 1977 left themselves open for the rumors and accusations that are harbored in an environment built on the Russians' success. Yamaha sent three riders who had never ridden a 125 National before to ride the final race in San Antonio. Since none of these riders could win the Championship and none had a real shot at winning the race itself, Yamaha could have intended them to interfere. If they didn't mean for them to block or create a hostile mood, then why were they there? In fact, it placed Burgett, Karsmakers and Bell in a serious situation. The AMA warned all riders that anyone who was seen interfering would be disqualified and in all probability suspended indefinitely. Racing being what it is, what if Mike Bell, who finished fourth, had found himself in a tight duel with Danny LaPorte, who finished third? In the heat of the battle they might have bumped. In effect a protest could have been lodged and Mike Bell's racing career could have been over before it started.

The greatest victim of the alleged rule violation is Bob Hannah. Hannah doesn't like to lose. His mechanic, Keith McCarty, doesn't like to lose. They were probably ordered by someone to lose. They fought it, but like Watergate conspirators, they had to follow orders. Bob has the greatest competitive spirit of any racer in America, and after the race he hid in the Yamaha truck and refused to speak to anyone.

Broc Glover and Danny LaPorte will be victims of this affair also. Danny LaPorte is the loser, because machinations by Yamaha left him racing his heart out only to fall victim to a slick trick at the end of the race. Broc Glover is the new 125 National Champion, a title he fought all year to win, and now a shadow is cast over it.

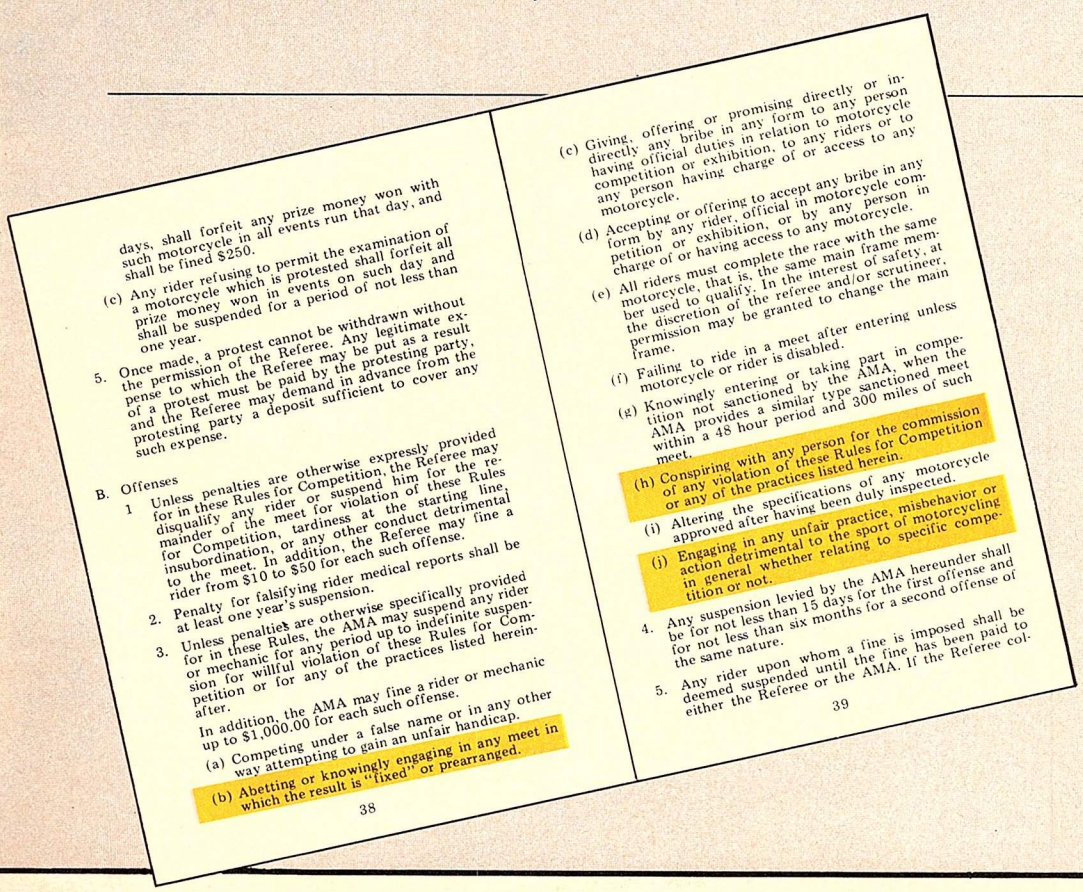
U.S. Suzuki, at this time, is leaving the matter up to the AMA. Suzuki head Dick Orth sent an official letter to AMA Professional Motocross Manager Mike DiPrete requesting a full investigation. According to sources at Suzuki, they feel they have a valid case.

Yamaha International is of course maintaining a low profile. A Yamaha source said, "Whether Suzuki knows it or not they have done the same thing. I don't know what action will be taken, but it all comes down to where the AMA draws the line on the differentiation between fixing and team riding."

The AMA legal department is looking carefully into the matter. Especially since almost everyone contacted in the matter felt confident that it would be swept under the first convenient rug. With public opinion running this way, the AMA is bound to be forced into at least reviewing the matter, collecting the evidence, contacting the parties involved, determining intent and, if necessary, making a ruling.

Three outcomes are possible. First, the AMA could rule that Yamaha is not guilty of violations of rules 3b, 3h and 3j, and the matter will be closed. Second, they could rule that Yamaha did in fact attempt to fix the outcome of the 125 National Championship in San Antonio and slap their wrists. Finally, the AMA could determine that the rules were broken and follow two paths: The moto in question could be thrown out or the riders involved could be disqualified. The third choice would made Danny LaPorte 125 National Champion and strip the title from Broc Glover.

Perhaps the most telling effect of this event came from Joyce Elliot, the mother of rider Bob Elliott. When asked if she thought what Yamaha had done was sportsmanlike, she said, "What does sports or fairness have to do with it. It is now big business."



days, shall forfeit any prize money won with such motorcycle in all events run that day, and shall be fined $250.

(c) Any rider refusing to permit the examination of a motorcycle which is protested shall forfeit all prize money won in events on such day and shall be suspended for a period of not less than one year.

5. Once made, a protest cannot be withdrawn without the permission of the Referee. Any legitimate expense to which the Referee may be put as a result of a protest must be paid by the protesting party, and the Referee may demand in advance from the protesting party a deposit sufficient to cover any such expense.

B. Offenses

1. Unless penalties are otherwise expressly provided for in these Rules for Competition, the Referee may disqualify any rider or suspend him for the remainder of the meet for violation of these Rules for Competition, tardiness at the starting line, insubordination, or any other conduct detrimental to the meet. In addition, the Referee may fine a rider from $10 to $50 for each such offense.

2. Penalty for falsifying rider medical reports shall be at least one year's suspension.

3. Unless penalties are otherwise specifically provided for in these Rules, the AMA may suspend any rider or mechanic for any period up to indefinite suspension for willful violation of these Rules for Competition or for any of the practices listed hereinafter.

In addition, the AMA may fine a rider or mechanic up to $1,000.00 for each such offense.

(a) Competing under a false name or in any other way attempting to gain an unfair handicap.

(b) Abetting or knowingly engaging in any meet in which the result is "fixed" or prearranged.

38

(c) Giving, offering or promising directly or indirectly any bribe in any form to any person having official duties in relation to motorcycle competition or exhibition, to any person any person having charge of or access to any motorcycle.

(d) Accepting or offering to accept any bribe in any form by any rider, official in motorcycle competition or exhibition, or by any person in charge of or having access to any motorcycle.

(e) All riders must complete the race with the same motorcycle, that is, the same main frame member used to qualify. In the interest of safety, at the discretion of the referee and/or scrutineer, permission may be granted to change the main frame.

(f) Failing to ride in a meet after entering unless motorcycle or rider is disabled.

(g) Knowingly entering or taking part in competition not sanctioned by the AMA, when the AMA provides a similar type sanctioned meet within a 48 hour period and 300 miles of such meet.

(h) Conspiring with any person for the commission of any violation of these Rules for Competition or any of the practices listed herein.

(i) Altering the specifications of any motorcycle approved after having been duly inspected.

(j) Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general whether relating to specific competition or not.

4. Any suspension levied by the AMA hereunder shall be for not less than 15 days for the first offense and for not less than six months for a second offense of the same nature.

5. Any rider upon whom a fine is imposed shall be deemed suspended until the fine has been paid to either the Referee or the AMA. If the Referee col-

39

"The situation is under investigation and as soon as we investigate all aspects of the incident we will decide on if there was an infraction."

MIKE DIPRETE, AMA Professional Motocross Manager

MOTOCROSS ACTION MAGAZINE

PRESEN RIDER

Bob Hannah picks up his bigg

☐ Bob Hannah's startling string of successes last year culminated in his being voted by MOTOCROSS ACTION's readers as the recipient of their third annual Rider Of The Year Award.

Bob's rise to motocross stardom started with his dominance of the Florida Winter Series, where he cleaned house in the 500cc class. His signing with Yamaha as the replacement for Jim Weinert gave rise to considerable speculation about Yamaha's chances with a relatively unknown rider leading their parade.

The 19-year-old rider from Whittier, California, went on to become 125cc National Champion, dethroning the only champion the series had known, Marty Smith. Bob's record of five wins out of eight races narrowly missed tieing the AMA record in motocross.

He also contested the 250 and 500cc Nationals, winning a 250 event and placing sixth in the standings. Both of these series were fill-in rides for the Yamaha factory rider, as his concentration was the 125cc Championship. He was also picked as a member of the U.S. Motocross and Trophee des Nations teams.

Bob, 20 years old and a bachelor, was presented with his award at the Super-bowl of Motocross in front of 60,000 people at the Los

TATION OF THE YEAR

est trophy ever.

Angeles Coliseum. That same night he clinched the title of Supercross Champion.

The bright yellow Toyota mini-truck was missing some custom paint detailing and a tonneau cover when this photo was taken. This issue's Mainjet column explains. The SR5 Long-Bed Toyota is the deluxe version of their truck line and comes standard with all the extras. Air conditioning and a 40-channel CB unit, both Toyota accessories, were added.

The wheels, roll bar, front bumper guard and rear bumper are from Jackman Wheels.

The lights mounted on the Jackman roll bar are from KC Hi-Lites and are the hot setup in off-road racing.

The lettering and missing custom striping and tonneau cover are from Just Customs, who specialize in mini-trucks and vans.

Jackman Wheels/Dick Horasian
1000 No. Johnson
El Cajon, California
(714) 440-1014

KC Hi-Lites/Pete Brown
P.O. Box 155
Williams, Arizona 86046
(602) 635-2607

Just Customs/Dave Jones
15541 Chemical Ln.
Huntington Beach, California
(714) 894-3338

THIS YEAR IT'S NOT A NEW IMPROVEMENT THAT'S GOING TO MAKE MOTOCROSS COMPETITION STIFFER.
IT'S A NEW MOTORCYCLE.
Follow owner's manual for maintenance. Specifications subject to change without notice.

Harley-Davidson proudly introduces the MX-250.

The engine alone took four years to develop. 4 years and some grueling tests on the toughest dirt bike courses in the world.

Around that tough, dependable, winning power plant, we built an incredible motorcycle.

One of the few motocrossers in the business with a long-life chrome plated bore to cut down friction and disperse engine heat more evenly.

The expansion chamber is routed through the high strength chrome moly frame, keeping the heat where it belongs.

The remote reservoir shocks are gas charged and deliver a long 9 inches of travel. They'll react the same way on the last lap as they do on the first.

The MX-250 also features 9-inch travel front forks (among the longest in the business) with rigid forged aluminum, triple clamps. There's a five speed constant mesh needle bearing transmission that's strong, reliable and incredibly smooth-shifting. The straight cut gear driven clutch is absolutely positive in its engagement.

Competitive features abound: Tomaselli throttle and forged 2024 aluminum levers with mudproof lever covers, shoulderless Akront alloy rims with strong cross-3 spoke lacing (using 4mm spokes), wide unbreakable plastic fenders, a pair of comfortable handlebars, grips, and seat, and narrow 2.2 gallon aluminum gas tank rubber mounted by a

work-style leather strap.

The 38mm square float Dell Orto carburetor produces quick throttle response and incredible power. The solid state ignition delivers a consistent and precise spark. The handling is excellent.

Dirt Bike magazine tested our prototype motocross model in January, 1977. Their conclusion:

"We found the Harley-Davidson® to be a full-fledged MXer, worthy of comparison with the best in its class."

The new MX-250 is even better.

AMF Harley-Davidson

UNTIL YOU'VE BEEN ON A HARLEY-DAVIDSON, YOU HAVEN'T BEEN ON A MOTORCYCLE.

ON THE ROAD

PRIVATEERS

Howling at their heels

By Jody Weisel

☐ Traveling up the long road from Houston, Texas, to St. Joseph, Missouri, pushing a van loaded with hyperkinetic one-two-fives, the mind plays games with the road markers. Racing the 125 Nationals plays games with your head, also, if you don't watch yourself. Staying on the road and having to watch the factory guns demolish your hopes every week, not because they have an advantage in talent, but rather an advantage in life's necessities. For example, while Bob Hannah, Broc Glover, Danny LaPorte and Warren Reid are at home in California sleeping in their beds, I'm talking to FMF rider Gary Ogden on the CB. We're gonna stop in Dallas, rebuild the bike at a friend's house, try to train and get to Missouri by Saturday. Ogden and the FMF race truck are going to push it up to a friendly port near St. Louis. It is 15 hours on the road for Gary, who was third in the nation one week, second the next week, back to fourth and now fifth. The bike's getting tired, he's getting worn down, and nickel-and-dime breakdowns are pushing him out of the top five.

The factory riders will fly in all relaxed and air conditioned on Saturday about the time we pull in sweaty and irritable. They will be wondering about a good place to eat in town while we worry about the universal joints on the van. If you think a factory ride is just a trick motorcycle and a mechanic, you've never been on the road.

Each week the privateers wedge their vans in between the factory race camps, break out the meager supplies and prepare to do battle against the combined might of enormous Japanese conglomerates. The only difference between David and Goliath is that in this case, unlike the Biblical tale, everyone roots for Goliath. Who are the Davids out there each week looking to knock off the factory Goliaths? Who are the men riding the road?

The best known privateer and the best privateer is Texan Steve Wise. In 1977, Steve started the year on the 125 circuit with absolutely no backing. He was paying his own bills and paying his mechanic, Cliff White. Steve was fourth in the 125 class last year, but found no help when the time came to beat the factories. Steve was the last privateer to win a National, and at that is a celebrity among privateers. Everyone looks up to Steve because he proved that it could be done. For Steve, Moto-X Fox came to his aid and helped him remain the first privateer.

Joining Steve on Team Moto-X Fox is Open class expatriate Pat Richter. As a team, Wise and Richter would probably be potent enough to move some factory up to the top. Richter's mechanic is Chuck Tannlind, and he has kept Pat running whenever possible. But Pat has had parts break in crashes and accidents that no mechanic could forestall. The resulting DNFs have kept Pat back in the standings, but he is running a talented second to Wise as the most promising privateer.

The Flying Machine Factory has two riders on the 125 circuit, Gary Ogden and Ron Turner. Radical Ron has had the worst luck, a privateer's luck, of his career this season. Ron broke his ankle just a month before the season got into full swing. He was quick to heal, but not quick to get in shape. It didn't matter after all, as his machine refused to finish a moto. Finally, at the end of the year, it came together better, but it was too little too late.

Steve Wise is the ultimate privateer. Again in 1977 he was first privateer in the 125 class. His efforts epitomize those of the hundreds of struggling private entrants.

PRIVATEERS

Gary Ogden has been proof that if a rider tries hard and keeps pushing, he can overcome any disadvantage. Ogden is well over six feet tall and 175 pounds. He is too big for the tiddlers. He thought so too, until he took third at Hangtown and Keithsburg. If his FMF bike keeps on running, Ogden will finish solidly in the top ten this year.

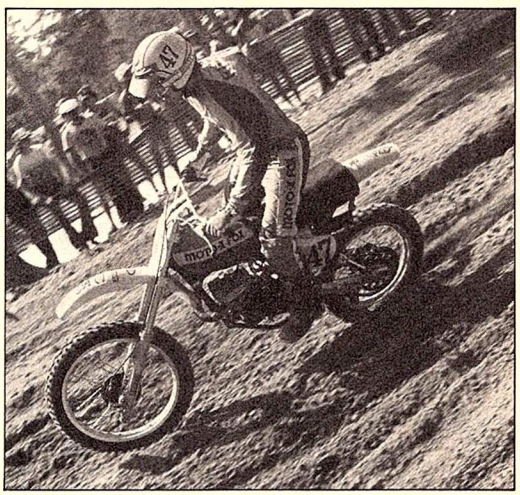
A name we won't see in the top ten this year is Magoo. Magoo is Danny Chandler. Danny Magoo Chandler won't make the top ten, but it won't be from a lack of trying. Danny has led Nationals by distances that no one could reel him in from, only to have his shift shaft strip out twice. He has led Nationals only to crash. Magoo visits the hospital more often than the winners' circle, but he has no fear. The saying around the pits is that, "Someday he is going to finish, and it will be first."

Equally as surprising as Magoo is a young man from the Midwest named Mark Barnett. This year Mark has been a one-moto rider. Mark bursts off the line with a top-three start and holds it right up tight against the toughest competition. Then in the second moto, his start isn't as good, or the bike sours. Barnett is the best Midwestern rider since Mike Hartwig rocketed out of Michigan.

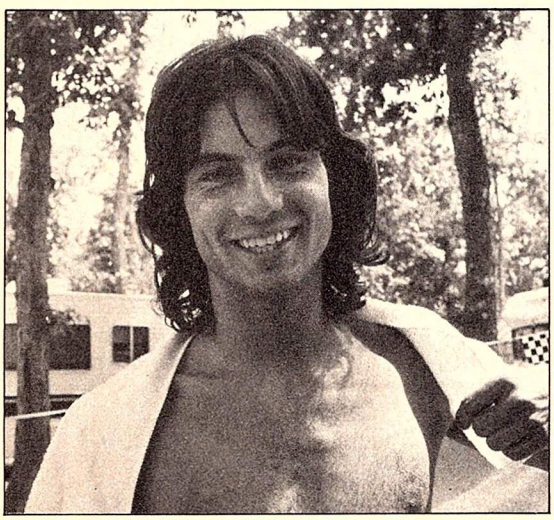
The East Coast's best privateer representative is Connecticut's Mike Guerra. Guerra, riding a shop-sponsored Husqvarna 125, has hung tenaciously to his tenth-place position since the opening round in Hangtown. Never has he varied more than one place in the standings. Guerra is a consistent 125 rider who goes as fast at the end as he does in the beginning. In the 125s more than in any other class, that is the key to breaking the top ten.

Still, the factory riders are winning the 125 class. They hold all the important positions in the season's standings. The reasons are simple. They are talented riders who proved the year before that they had what it takes to win. It is a tough life. The factory ride goes to the man who looks like a winner. Flying in and out of the races, riding the best maintained and designed equipment, earning a decent salary, being in the limelight and having the talent make winning easy. Next year Wise, Richter, Barnett or Ogden could be on a factory team, and all the privateers would be complaining

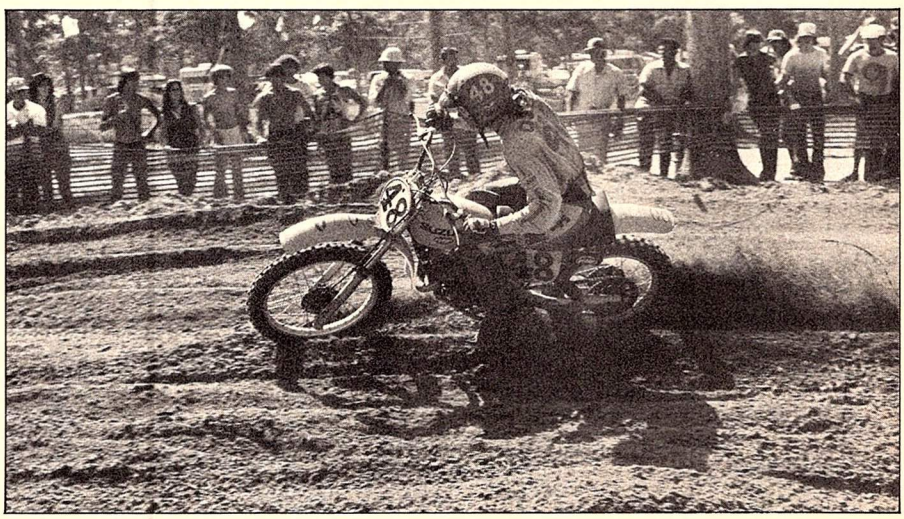
In the hot Texas sun at Houston's Rio Bravo MX Park, Steve Wise just missed becoming the first privateer since Steve Wise in 1976 to win a National.



Pat Richter shocked the troops at Hangtown on his Moto-X Fox Suzuki.



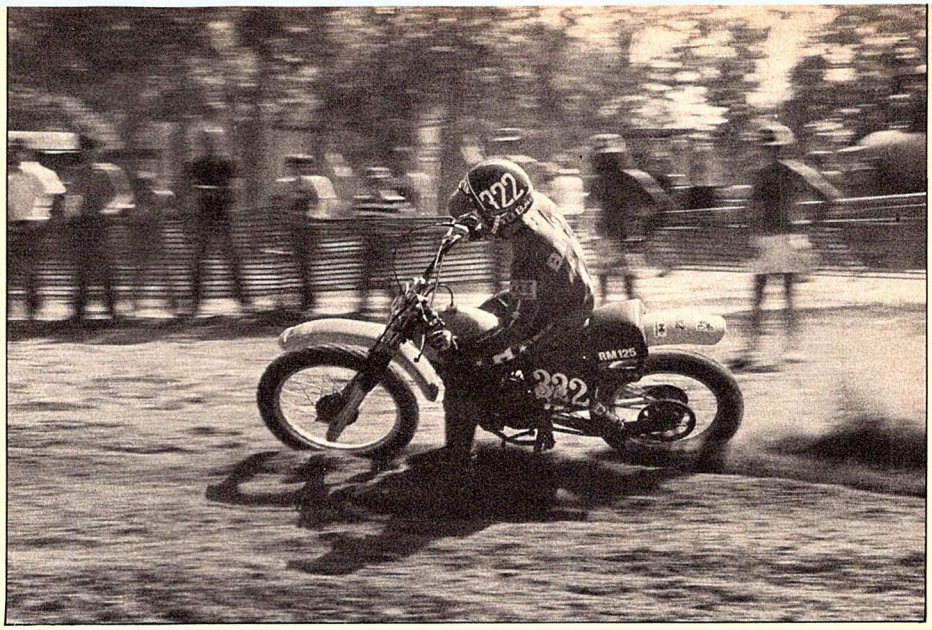
Gary Ogden wants everyone to know that he is not too big to ride the 125 class.



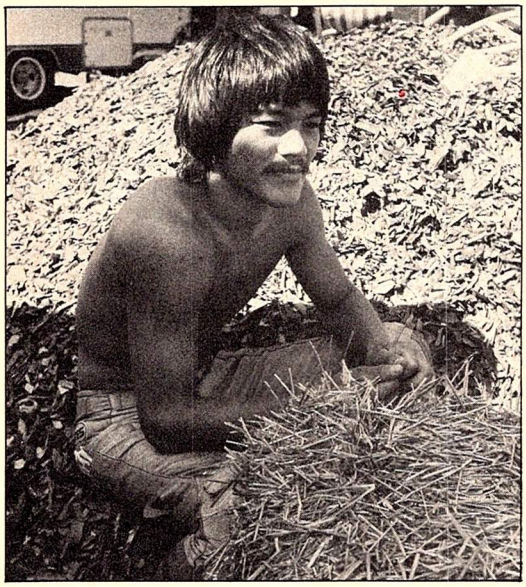
Ogden towers over his FMF Suzuki in the kind of loamy corner that saps power from overloaded one-two-fives.

about how easy they have it.

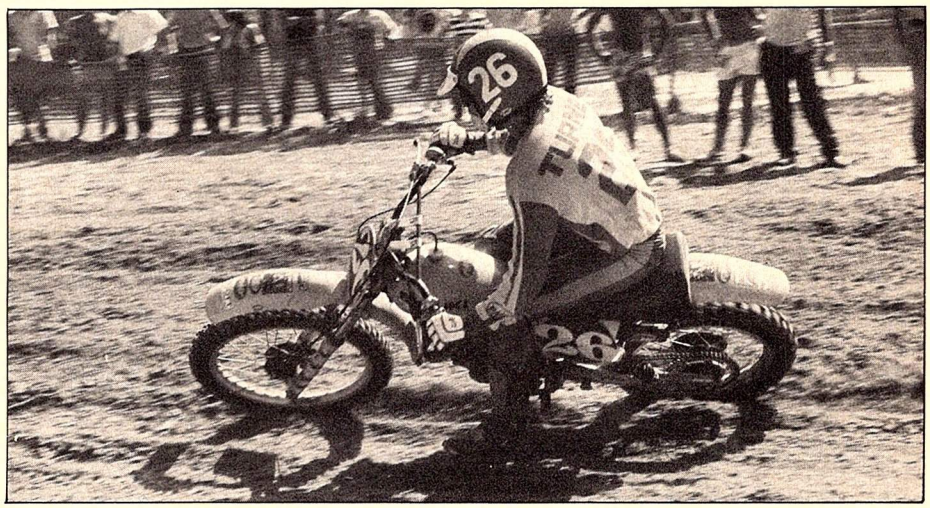
Motocross racing is a circulation of the elite. The man on top is not really on top — he is actually in front of a pack of pursuing wolves. Each wolf is chasing the leader for a chance to be chased. It is not easy to look at it that way when you are on the road and a placing in the top 20 means gas money to get to the next town. To me, it is better to sit in the airplane and listen to the baying of the wolves.



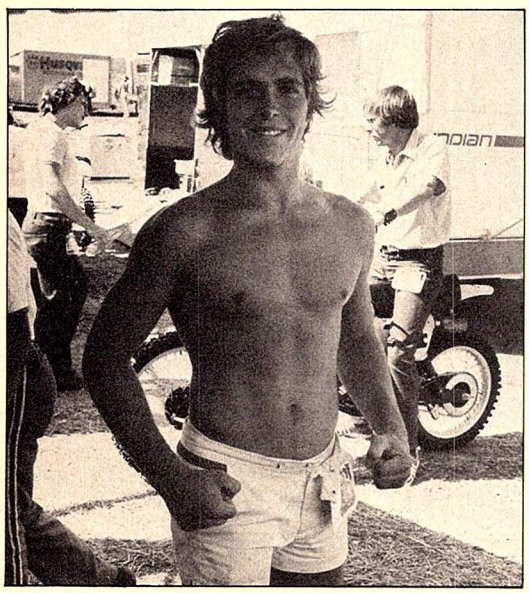
The new kid on the block is Mark Barnett. By next year he should be running out front.



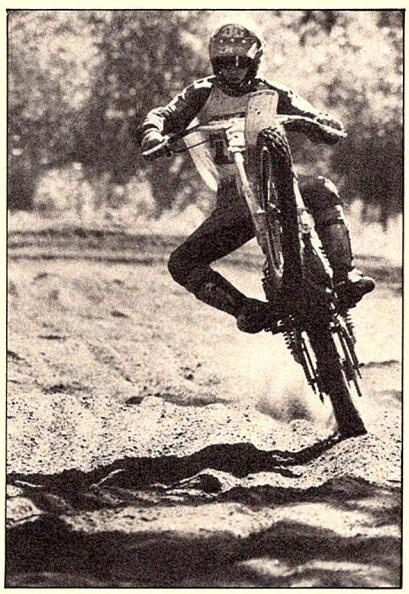
Chuck Sun is another big-bike rider who moved to the 125s. Sun is semi-factory and semi-privateer with Team Husky.



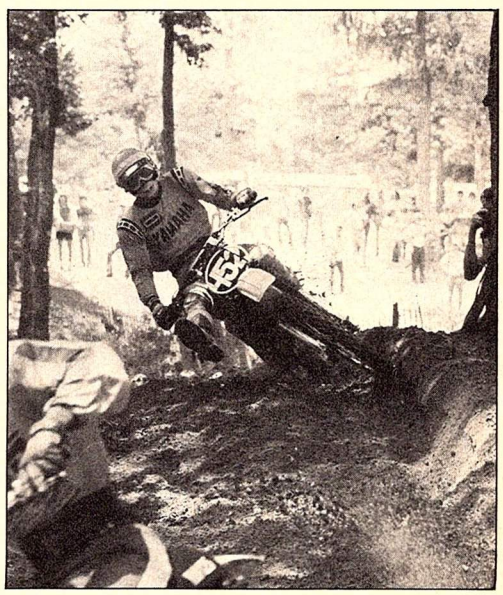
Southern California's Radical Ron Turner suffered breakdowns at too many races to score any significant points, but he has proven himself fast and capable.



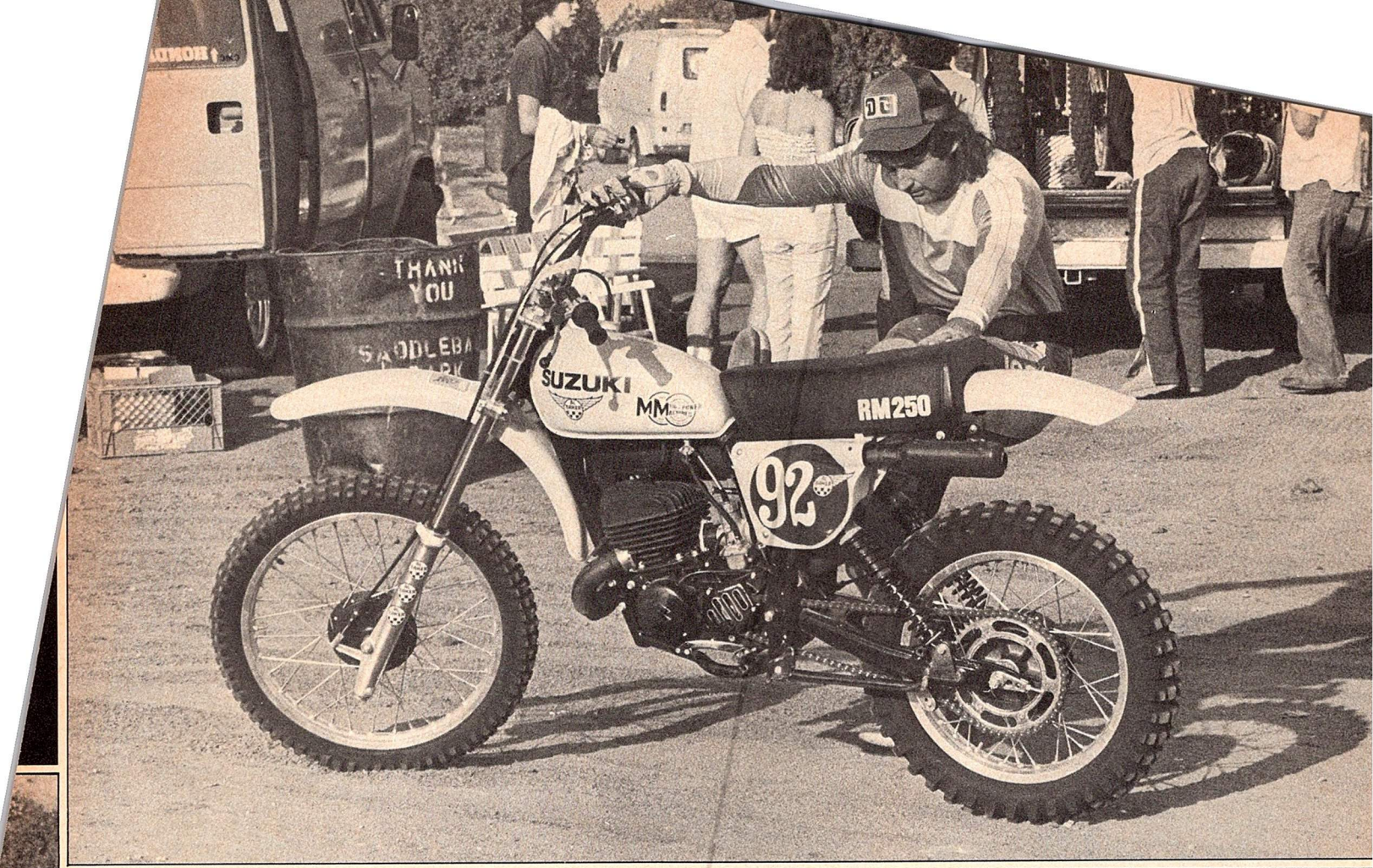
Superman? No, just a well-rested and taken-care-of factory shoe. For Suzuki's Danny LaPorte, it has been a tension-filled year.



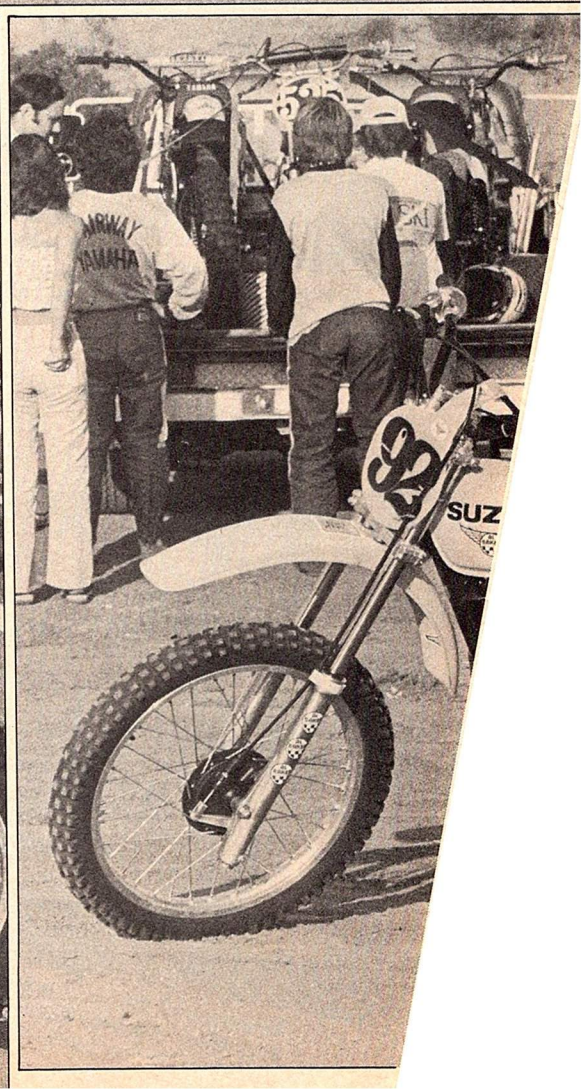
Danny Magoo Chandler is the wildest rider to hit the National circuit since Jimmy Ellis smoothed out.



Pete Wanket and his brother exemplify the kind of racing spirit the privateers have. Long drives and hard rides for little money.


THANK
YOU
SUZUKI
RM250
92

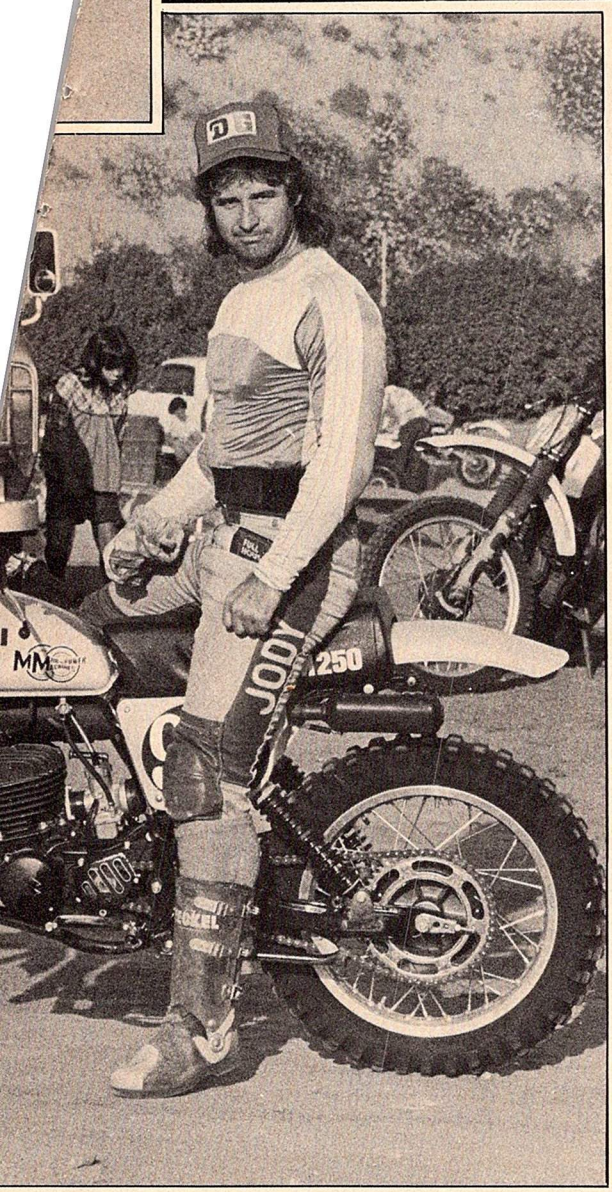
RM250
92


92

TECHNICAL

TEN IS NOT ENOUGH!

$160 RM Suspension Mod



When the time comes to get mounted up on the Al Baker-suspended RM, the rider is presented with a major obstacle. Luckily a passerby stopped to hold the bike while Jody climbed aboard.

☐ The standard of the future is ten inches of suspension travel at both ends of your rocketship moto-machine. The reason that ten inches is the soon-to-be standard is because the manufacturers are currently giving us nine inches of sproing. The day the powers-that-be back in the computer and dyno rooms of the industrial motorcycle complexes give us a full ten inches, the standard will go to 11.

But the facts of life remain. The production bikes are only giving us nine inches. Al Baker called the other day and said he had worked out a dual kit for RM Suzukis that would give them ten inches on either end. Al doesn't do anything rash. He has been an extremely successful member of Team Kawasaki, a factory mechanic, and a winner of almost every major off-road race. Baker knows suspension. Jody loaded up his RM250C and hotfooted it over to Al Baker R&D.

First off, the forks were stripped from the bike and the old damper rods, springs and oil were tossed in a cardboard box. Stock RM250C forks are excellent. Stock C forks give a smooth 9¼ inches of travel. They are hard to fault, but Baker's fork kit gave Jody 10¼ inches of travel, and it is more progressive and more responsive. The key is the new damper rod. The Baker rod is tapered from top to bottom with a damping ratio of 3:2 (compression to rebound). The stock forks have a ratio of 2:1. The rebound springs are not used with the Al Baker damper rod and, thanks to a close tolerance orifice, five-weight oil can be used for less fade and foaming. We used five-weight PJ-1 extra-light oil. The advantage of the lightweight oil is that when it heats up it has less viscosity to lose to the heat.

New springs were slipped into the forks. These are Swedish-made coils that are longer than the stock springs. The stock Suzuki metal spacer is discarded and a much smaller spacer is used. Even better than the metal spacer is a small spring, but we went with the shorter spacer just like you get in the kit. When the forks were slipped back into the triple clamps, everyone looked at them and went "wow!" The new forks were long. So long that we had to remove the rubber gaiters because they wouldn't stroke with the new legs.

ONWARD TO THE REAR

The stock Suzuki RM250C and B ends give only 8.5 inches of travel. The Suzuki rear suspension has been troublesome for the last year. Although good when it first came out, time has caught up

TEN IS NOT ENOUGH!

to it. With the forks now getting over ten inches of travel, we felt that we had to have at least ten inches on the rear. The Al Baker rear suspension modification consists of a small bracket kit. This bracket, which comprises new shock mounts, is welded on one and a half inches behind the standard mounts. Any type of welding will do the job, as long as it is of high quality and competently done. The new brackets are then stroked to a set of S&W 16½-inch shocks. We used LL-525-11 S&Ws. They have a longer stroke than the stock Kayabas and their Freon gas stays just as cool. The stock shocks weigh five pounds, six ounces each, while the S&Ws tip the scales at a ballerina-like 3½ pounds each. Not only did we gain an inch and a half of travel on the rear, but we saved at least four pounds.

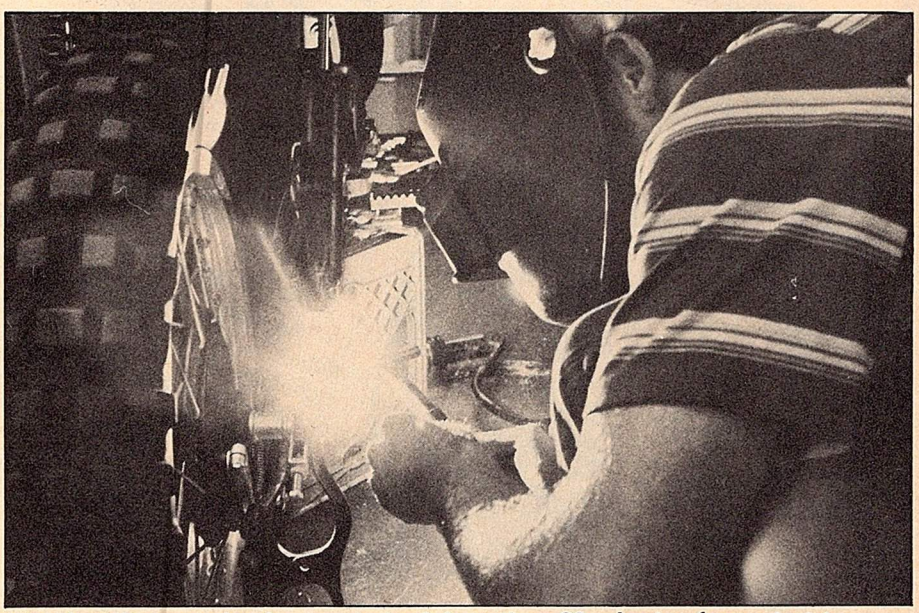
WHERE'S THE ACTION?

The first type of action that we are going to look at is the movement of money from your wallet to Al Baker R&D. The fork kit sells for $59.50 or $59.50 an inch, whichever is smaller. The rear bracket kit sells for $4.95, and fits all Suzuki RM models and Honda CR125s. The S&W shocks are optional if you have some other 16½-inch shocks in mind, but they worked for us and only cost $95 with springs included. For riders under 150 pounds we suggest 80-pound springs; heavy riders should use 90-pound S&W springs. The total cost of the suspension modification front and back is $160 and small change.

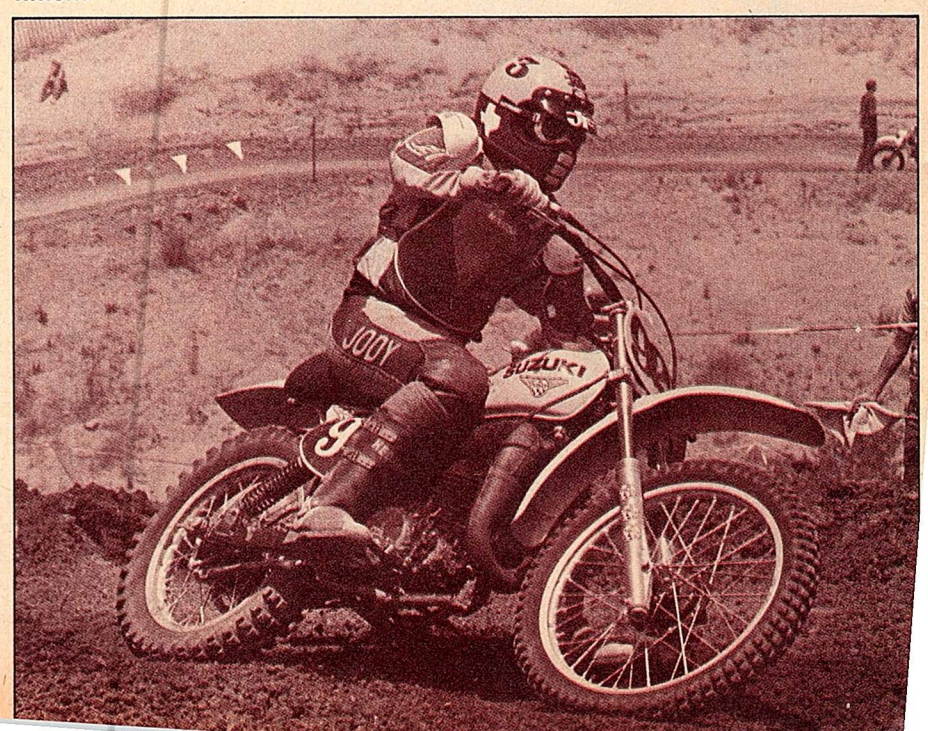
The action on the track is supple and smooth. The first thing you notice is that the bike stands a lot taller, and at the same time the suspension is softer. The little bumps are now handled with absolutely no skitter or cavitation, and the bigh bumps are soaked up before they become a problem. Jody was able to choose lines that he had previously avoided because of big chuckholes. Bumpy straights that were run at less than full throttle were levitated down WFO. The only difficulty encountered was that Jody crashed on the second turn he tried. Ten inches of suspension is hard to adjust to. It became necessary to slide forward in the corners to keep the long legs from reacting rapidly to the changing rake. It took about an hour to become confident in the corners, but after that it was full roost.

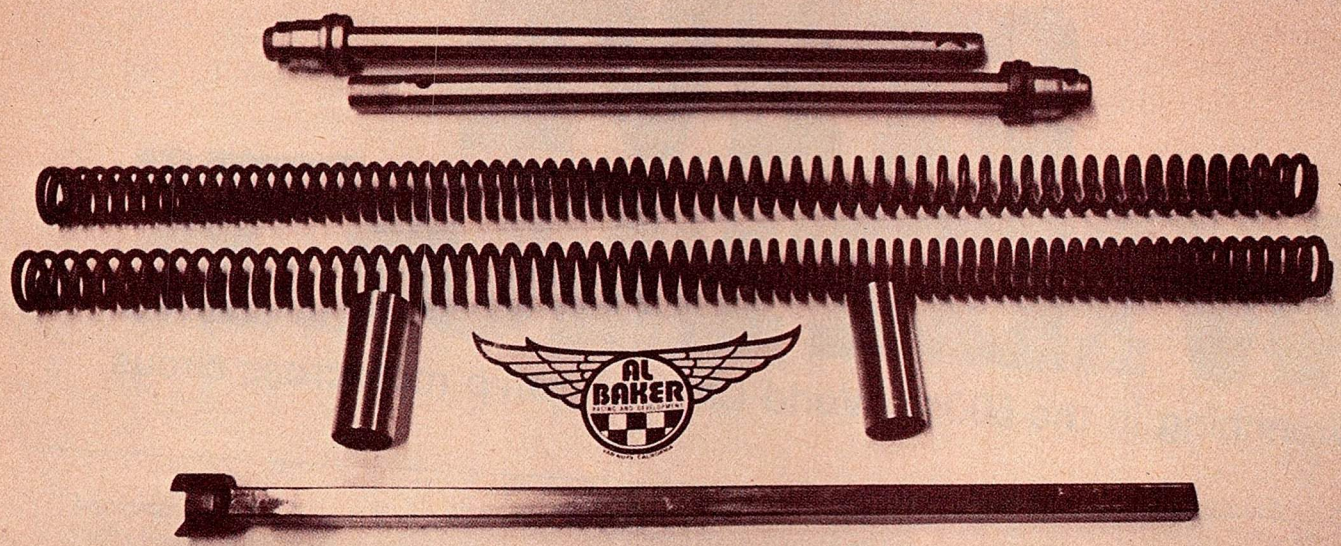
Several spring weights were tried, with most of the fast guys opting for 90-pound springs while the lighter riders felt comfortable with the 80-pound springs. Weight wasn't as important as was how the bike was ridden. Slower riders, regardless of their weight, were happier with the 80-pound springs. You can't knock ten inches of travel when everyone else has nine. That extra edge of confidence lets you dial on the power over little whoops that you used to coast over and smack head-on into ledges that scared you shiftless the week before.

If nine is not enough for you, then the man to write or call is Al Baker R&D, P.O. Box 1492, Apple Valley, California 92307; (714) 247-2621. You'd better hurry, cuz it won't be long before ten is not enough!

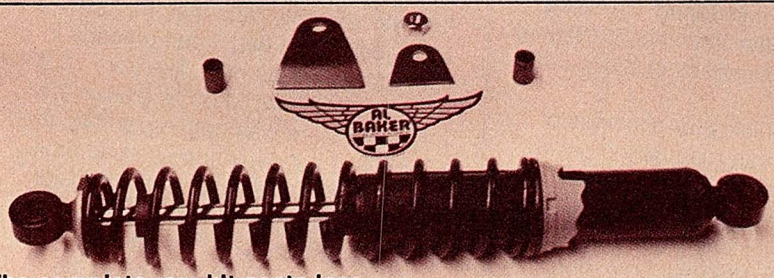


Welding the rear shock mounts took less than 20 minutes from start to finish.

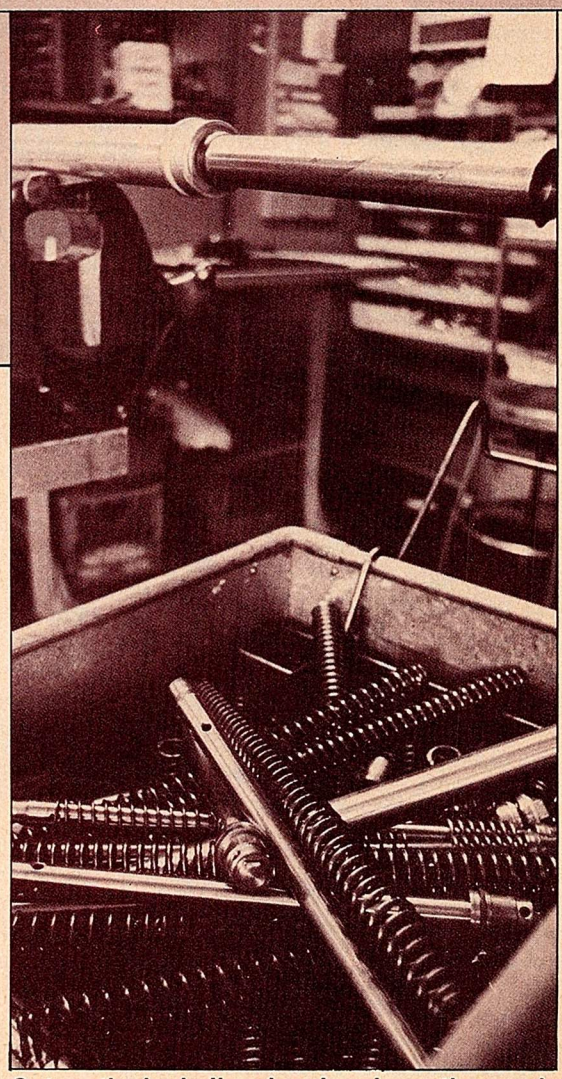




The kit includes the damper rods, springs and spacers, but for less than $4 you should get the damper rod holding tool also.

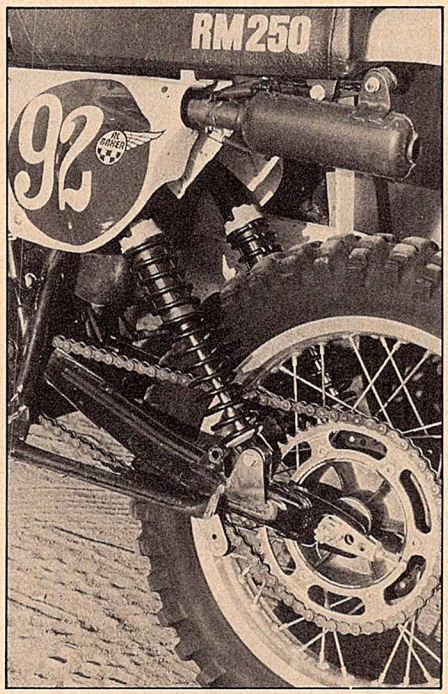


The complete rear kit costs less than $100 for shocks, springs and brackets.



Out go the bad oil and spring. In go the good oil and spring.

The forks are adjusted to sag about one inch under the rider's weight.



The biggest plus out of the rear end is a much smoother and softer ride.

PERSONALITY

STEVE WHITELOCK

Wrenching in the 500cc World Championship motocross circus

☐ *Steve Whitelock (pronounced Witlock) works for American Honda as a mechanic/tuner and is assigned to Brad Lackey for the GP circuit of 500cc World Championship racing.*

Steve's reputation as a mechanic is formidable. Prior to working for Honda he worked for Kawasaki and was most known for his work on Yvon DuHamel's road racer. Adapting to single-cylinder motocross machines was a breeze for Steve due to his experience with the more fragile, precision-like road racers. He also has the experience and know-how to deal with the problems of racing in different countries.

Brad Lackey and Steve Whitelock are a powerful team in the GP motocross scene, and we think you'll find Steve's comments interesting. (ed.)

W: It's really easy this year, especially with Brad, because he's been there so much and he's tuned into living in that style. We're like a private American community traveling around together. It's really pretty nice. My wife came this year and Brad and Lori were there with the baby, and it was like a big family.

MXA: When you first got there, was it running the International races and testing?

W: We had to teach Brad how to ride the Honda. He had ridden it about once or twice here before we left for Europe. He never really got to ride it enough. And they wanted him to go to Japan the first of March to test, and he didn't have any idea what a Honda was supposed to feel like, so he couldn't say if it was better or worse because he would only be comparing it to his Husky. So he took a '76 bike and rode three races before he went to Japan to get trained on the Honda. And then he could constructively criticize the Honda when he tested it in Japan. He could say, yes it is better than the '76 bike. It needs this improvement, or it doesn't need this.

MXA: Do you think your experience from the European road racing scene helped you adapt to the motocross scene easily? Or did you have a lot to learn?

W: I think the motocross promoters don't realize how much of a chance they have to promote something and really sell it. The road race guys — they *have* to promote it and sell it because it's something that not many people do, so they really promote it and they get a lot of people to come and make a more professional thing out of it. The motocross guys don't make . . . they don't try as hard as they should.

MXA: They think it should sell itself because of its popularity?

W: They're finding out that the only guys who really are selling it professionally are the indoor guys, and they're the guys drawing the crowd.

MXA: What kinds of crowds have you been having?

W: In Europe we had . . . in Italy we had 45,000 or 50,000 people. Holland had 30 plus and Austria had about 20,000.

MXA: Were those realistic figures or were they inflated figures?

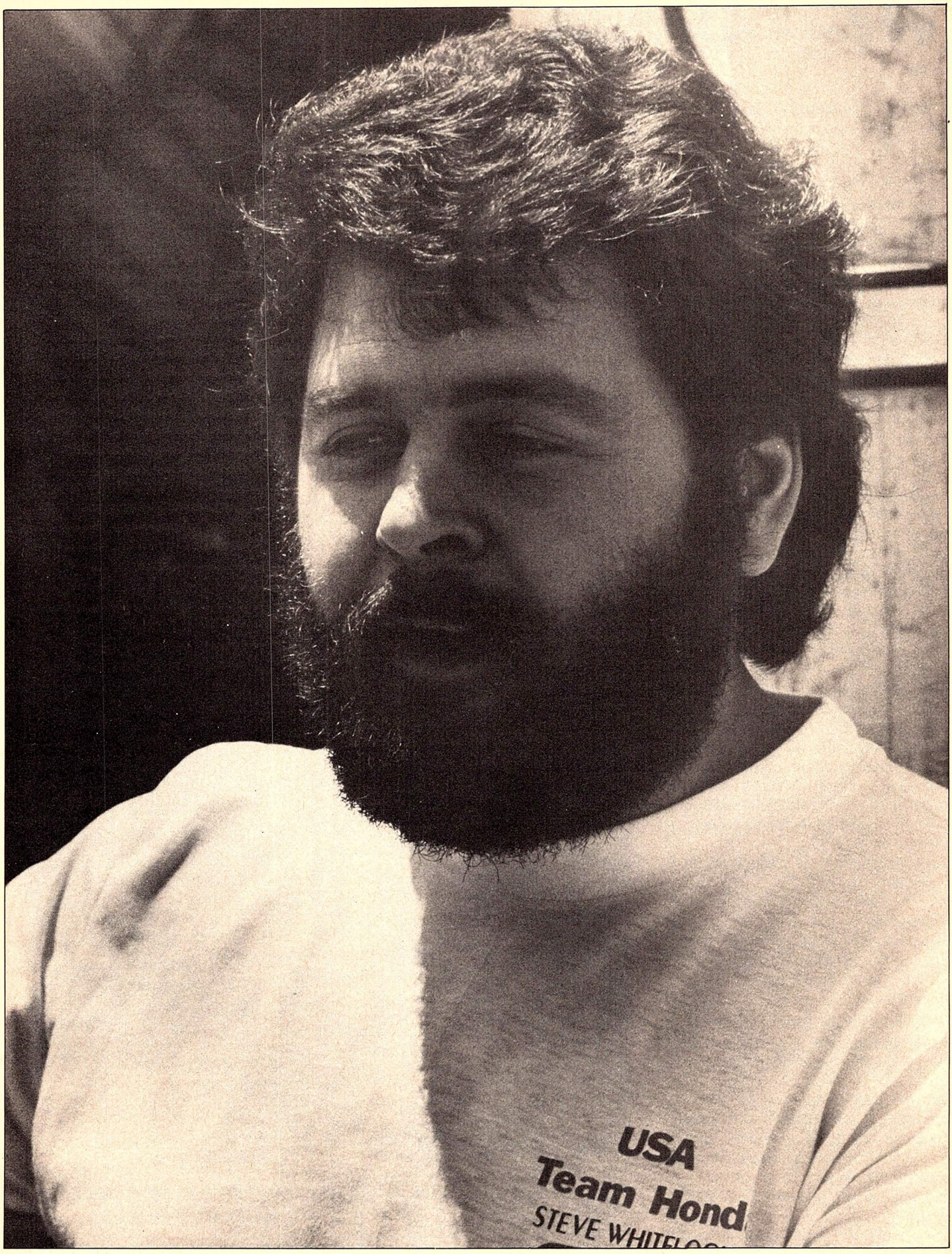
W: No, they're honest and true figures. In Italy when the guy said 45 or 50 thousand I think he was being really conservative, because they had an awful lot of people there. At the International race in France, it was the sidecar European Championship and the 500 International race, and I think they had 25,000 or 30,000 people there. They really drew a big crowd. The race in Italy with 45,000 people — the Grand Prix was the only race they had the whole day. They had timed practice in the morning for an hour, like from 10:30 to 11:30, and from 11:30 till 2:00 in the afternoon there was nothing, and all the people just sat out in the sun and broke out their picnic baskets — it was quiet and peaceful. Then about 1:30 they had a marching band and then the riders went out and were introduced to the public, and it was just amazing.

MXA: What is the terrain like? Is it comfortable for people to sit around and picnic?

W: The one in Italy was on a grassy side of a big hill. The race track is situated around a little lake and a little stream was running through the middle of it. The Europeans, if it is a Grand Prix, make a picnic out of it. It is a thing for everyone to go to. I know when I left the race track it must have been 8:30 or 9:00 at night. The sun was up — it was daylight savings time in southern Italy — and there was a big group of people still sitting on the side of the hill. They were still drinking their wine, playing their accordions and singing and having a gay old time. They don't go just to watch the races, they go to have a social event. It's a different way of life, they go to the races just to go to the races, everyone gets together, because there isn't that much entertainment in Europe.

MXA: Do they have traffic jams and things like that?

W: Yes, oh yes!


USA
Team Hond
STEVE WHITEL

WHITELOCK

MXA: They have the same problems that we have here, but there is a different attitude about races!

W: Their lifestyle is so different from ours. They don't have as much entertainment as we have, they have to kind of hunt for entertainment, which is good for motocross and good for racing. It is a big event, but on the other hand, there isn't the big population to draw from. I mean, here we are, we had a race at Carlsbad less than a hundred miles away from the L.A. Basin, 12 million people, then you go to the San Diego area and there are 1½ million people, yet we only drew 20,000 people, what's wrong . . . ? I heard Gavin say he figures he lost about 5000 to the two rock concerts, one in L.A. and one in San Diego. We are sitting here talking about crowds and everything . . . I think that most of the really good mechanics and anybody who works for a big company care about all this stuff. We aren't there just to be mechanics, we are there to promote our sport and our motorcycles and everything else. So if the crowds are going away we start thinking our paychecks will be going away, and we don't want that to happen. We are looking out for ourselves and we are also trying to promote our company. A lot of people don't understand why we get upset, and why when I scream I say, you guys are making it too difficult for us to work, you are driving a lot of people away from it. The prices are so expensive — Goodwin getting $25 for gold circle seats at Anaheim Stadium, the guy is crazy!

MXA: Yeah, but he is going to fill the Coliseum.

W: I don't think so, but I won't be there to watch it.

MXA: He doesn't rely on the premise that the sport promotes itself.

W: Well, he promotes it, he is a good promoter.

MXA: Entertainment in America is so expensive now that you have kind of gotten into a situation where you just pay it.

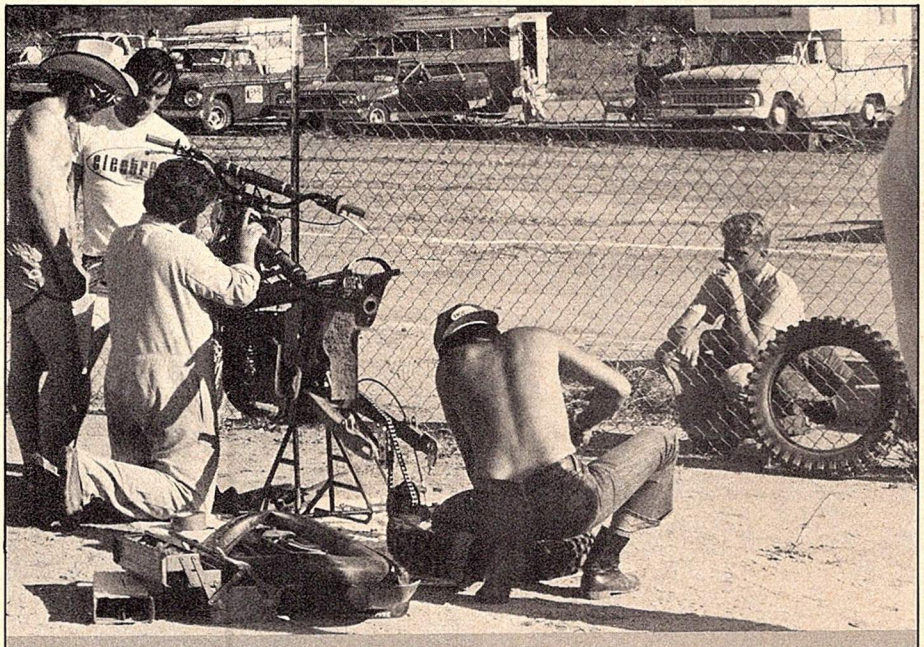
W: Will you come back if you don't feel you got your money's worth? Like Carlsbad, it is a neat race track and everything, but they sure could do a lot more to it to make it more saleable to a guy and his wife and his kids. In Italy where they had a large crowd there were big banks for spectators to sit on and it was all mowed grass and they had terraced it. They did this for a number of reasons — for the spectators to sit on, but also to stop water erosion and everything else. So, it was an ideal seating and they could spread out their picnic lunches and just go for it. In Carlsbad, it is about the ugliest, dirtiest place you would ever want to go to. If I had a kid I certainly wouldn't want him running around that place. He could fall and jab himself with a stick or something, where as in Italy it was clean, it was like a park with a motocross track in the middle. Carlsbad is an old, broken-down hunk of land.

MXA: I think that's what we are talking about then, isn't it?

W: Unadilla, New York, is a big hunk of farmland and it is green and grassy and it looks nice. I have gone to Carlsbad on a day to practice, and I have walked around and looked at the trash, old tires, steel stakes and big hunks of pipe coming out of the ground, and I just think . . . spectators have to walk around in all this shit. You know, we stay pretty much in the pits and we only look at the course on race day. When I am there just practicing and can hear my bike and it sounds good, and I am thinking about other things, I always feel sorry for the spectators because they have to live in a situation like that and have to be around that kind of a mess.

MXA: What you are saying is that some promoters should spend a day being a spectator.

W: One that is pretty good — the race track isn't that good, but the area for spectators is excellent — is Mansfield, Ohio. The guy (Pete Weidner) keeps grass growing and he just goes in there with a combine and cuts it all down. It is the kind of place you don't mind taking your wife and kids to. I think that is what they should start to think of. The hard-core motocross guys are going to come anyway, they don't care what it looks like. The people who are going to go to the Coliseum, we have to get them out there. Take Goodwin. I heard some of his ads for the Coliseum years ago, and he said, "Don't go out there and sit in the dirt and the grub and have to use an outdoor toilet — come to the Coliseum." If those guys are going to promote motocross, they have to have a little consideration for the sport and not say things like that. Another thing they should take into consideration is that they have to get the price down where they can let the kids in for free — then the parents will have to bring their kids. If I was a kid and I liked motocross, and I said, "Come on, Dad, take me to the Grand Prix," Dad would open the newspaper and see "Kids $5 — Adults $10." He has a wife, and she isn't going to sit home, and he has a daughter, and she doesn't want to sit home, and so he thinks that it is going to cost him too much money, and he says he has to



We aren't there just to be mechanics, we are there to promote our sport and our motorcycles and everything else.

work or go and play golf and he does something else. The kid gets burnt and no one goes to the motocross.

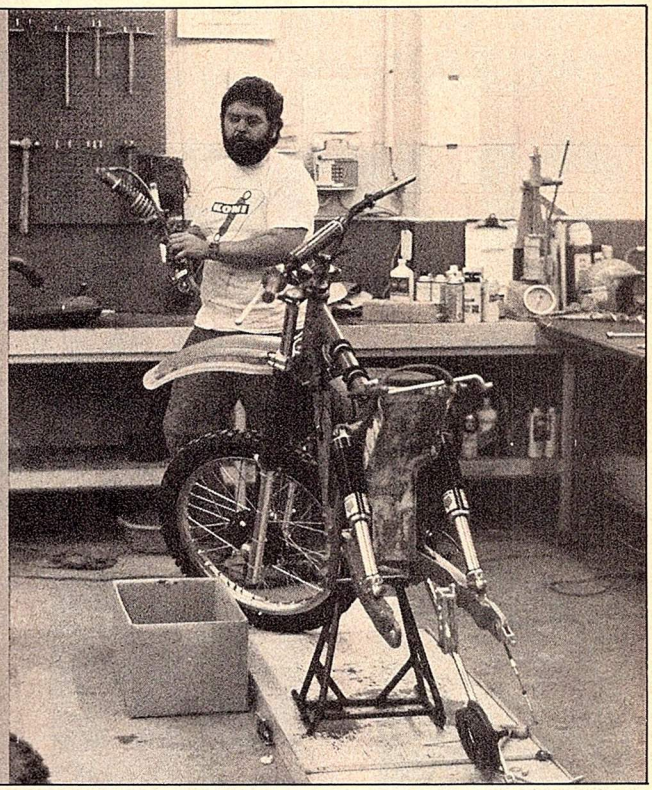
MXA: Let's get into the pit thing. As a mechanic, is security a problem for you? What are some of your thoughts about how much security is needed, and what do you think some of the alternatives are?

W: I think the first thing we have to get straightened out is that they have to make it where the workers, the circus performers — because it is a circus — where it isn't a big hassle for us to get in to go to work. Why do we have to have 16 special licenses, and have to go four hours ahead of time for sign-up and pay all this money? We have to pay to go to work! I know my company (Honda) pays for me, but the idea of me having to pay money to go to work is ridiculous. I know they have excuses here like it is because of insurance, but in Europe they don't charge anybody who is a worker to go to the races. You show up to go to the Grand Prix and you say, "Hi, we are from Honda," and they say, "How many passes would you like," and it is all very easy. I am used to the two-day races, the American guys aren't and they don't like them. They like to go and get it over with in one day. In Europe we get there on Friday night, go into the pit area, pick out where we want to park, set up our tent, get everything ready and come back the next morning — and even the next morning there is no one there to hassle you about passes yet. In the afternoon the promoter usually makes a special trip around with a rider package and passes out passes, and if we need more we get them. He deals them out just as if they were playing cards. It is no big thing, but here, well . . . a Grand Prix team has more than one rider and more than one mechanic, it takes a lot of people. . . .

MXA: You feel like a beggar.

W: Yeah, I feel like, why should I have to hassle you guys, we are here to put on a show and you are making it difficult for me to put on the show. Everyone has gotten so used to it in America, and I think I was too. I didn't even think about it, but then you go to Europe where it is all handed to you and it is so easy, and you say, this is the way you should be treated. Take Carlsbad. We were down there Saturday signing — boy, that was a real thorn in my side — you go Saturday morning to sign up and you can't go to the race track before that, and you have all these hundreds of people standing around getting in your way so you can't even get your motorcycle out of the truck, then you have to have your rider in order to sign up, then there is a 20-minute drive to the race track. You have unloaded your truck once, taken the motorcycle in, they have tech inspected it — you are only two-thirds of the way through — they check the bike, the weight, and they check the rider's clothes, but they haven't sound-tested it, so *now* you have to load your truck all back up, get everyone together, go to the race track and put the circus together. You get your little camp set up, you figure out where everyone is going to work, and you sit around from 1:15 to 3:00 — then they are ten minutes late on practice and they come over at 3:30 and say, "Have you sound-tested your bike yet?" Well, when did it start? Oh, it just started about two minutes ago. So what they are saying is, the rider has to give up free training time to go and do something that should have been done in the morning. I just don't know what they are trying to do. In Europe from 10 to 11 or sometimes to five o'clock they have tech inspection, it just depends on the race track. You have tech inspection and the rider gets his helmet and his FIM license checked and he can wear his underwear to tech inspection. They check the bike, the weight, the sound, and are all done in about four minutes. You then have your bike back and you can get everything else done that you have to. But here they make a Sunday Sports Spectacular out of tech inspection.

I think the motocross promoters don't realize how much of a chance they have to promote something and really sell it.



MXA: Is it the AMA or the promoters?

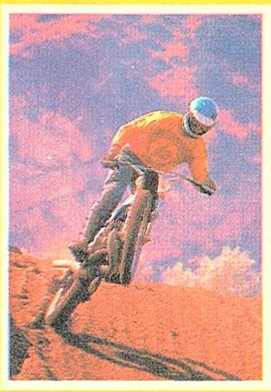
W: I don't think you can blame the AMA or the promoters, you have to blame it on the American way of life: everything has to be exactly technically perfect. In Europe no one knows what the other rider's motorcycle weighs, they just know they weigh more than they are supposed to weigh, because it is a balance beam scale, and if the balance beam hits the top the bike weighs too much, so it must be legal. Here the triangular trapeze act that they have going . . . Then someone takes a picture of it and *everyone* knows how much your motorcycle weighs. What are they trying to do, psych the riders out?

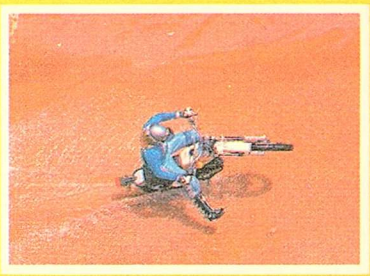
MXA: You say we Americans don't like to have the two-day event, yet I can think of instances where we'd like to but we are not allowed to. The promoters won't allow you to come in and camp. They discourage it. This is what made desert racing so enjoyable to me. We'd go out on a Friday night and camp out and everyone had their own little area. We'd party and all that, ride Saturday, play around, and Sunday we'd race.

W: That's just like Brad's schedule at the Grands Prix. He has his motor home, his wife and his kid and they might leave Frankfort a day before I leave, because that is where we have our base. He will say, "See you," and he is gone. He will get there Friday night and get his motor home leveled up and all dug in and comfortable. He

HERE'S A SUPER WAY TO COVER THE CRACKS, FINGERPRINTS AND GRAFFITI ON YOUR WALLS . . .

SUPER TRICK-ACTION COLOR POSTERS

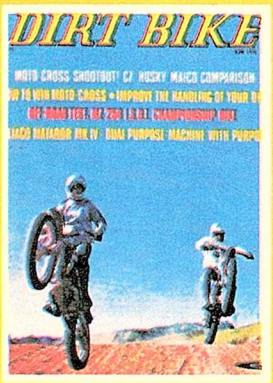




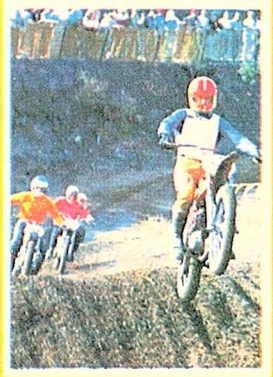
9. GEORGE WEGNER, CAN-AM 175

10. JIM CONNOLLY, 250 BULTACO PURSANG

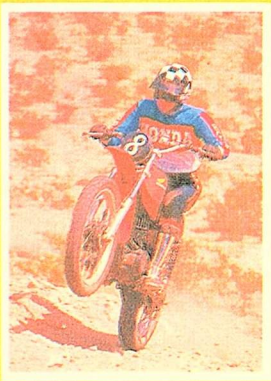
☆ FOUR NEW ALL-ACTION COLOR POSTERS



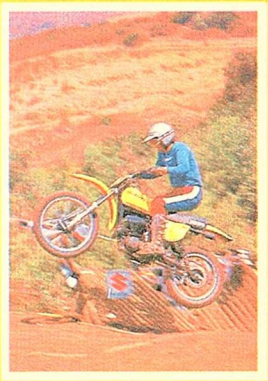
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM

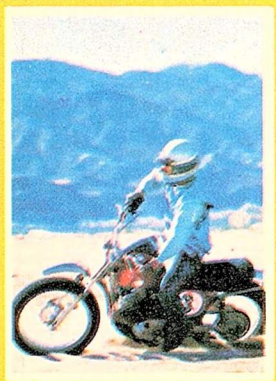


11. AL BAKER ON A 250 HONDA

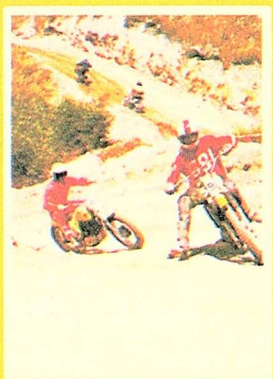


12. GUNNAR LINDSTROM ON A SUZUKI

Got a 17x22-inch fingerprint on your wall? Cover it up with one of these Super-Trick Action Color Posters! They make any room look really neat. Only $2.50 (plus 50 cents postage and handling). If your color scheme is Divine Dirt, order any four for $7.50 (plus $1.00 postage and handling) and really blow your mind! Postage will be paid on all orders over four.

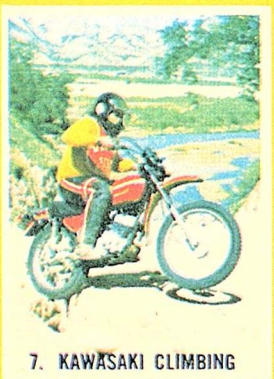


3. JIM CONNOLLY INDIAN DUNES

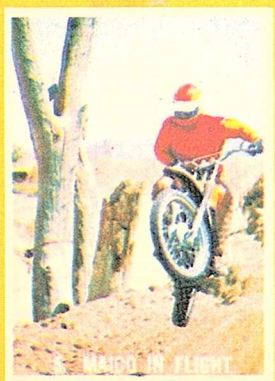


4. JUNIOR ACTION

Use the coupon below — **ORDER NOW!**



7. KAWASAKI CLIMBING



PLUS PRODUCTS, INC. MX5-11
P.O. Box 14945, Las Vegas, Nevada 89114

Enclosed is check or money order for $_____
Poster No. 1☐ 2☐ 3☐ 4☐ 5☐ 6☐ 7☐ 8☐ 9☐ 10☐ 11☐ 12☐
$2.50 each plus $.50 postage and handling; $7.50 any four plus $1.00 postage and handling.

Name_____
Address_____
City_____
State_____ Zip_____

WHITELOCK

doesn't have to drive, he doesn't have to move — he's in. And it just relaxes him so much, he is so at ease, he is so quiet. He walks around the race track Friday night, right after he gets there. He will walk around and look at it I bet on the average of at least five times before he ever rolls a wheel on it. Then Saturday night we both walk around it together and he says, "See this one and that one, I can pass a guy here every lap." He knows where he can pass and he knows when he can set it up. Like in Nord, he says, "If I get a bad start I can pass the guy here every lap." It was a narrow-type twisty course. He was right, the second moto he got knocked down on the first corner. He got up 23rd and he passed two guys there, in one lap, but every lap he passed somebody and he came from 23rd to fourth and no one believed he could pass on that race track.

You can get comfortable when you can get in there and get relaxed and camped. The Europeans can't handle not being able to camp. Heikki has a trailer on the back of his car and doesn't have anything to do with the bike. He comes separately, just himself and his wife and kids. They get their little camp set up and get into the same routine. They get into the race track before anything is happening. They can get completely mellow, and they get used to the climate. They get used to the people around, it is really nice!

MXA: Do you ever have problems with people roaming around and taking things?

W: Only in certain countries. Italy is kind of famous for this; the economy is so bad, if they want anything they have to steal it just about. In Italy they have a real good pit area and it is all fenced off, and they have really good security.

MXA: Because they need it?

W: They know they need it. Now, two years ago and last year, when I went to Europe, none of the people respected the Honda banners around the pit area. This year, after last year, they learned you don't go behind the Honda banners unless you are asked to. The people at Carlsbad figured that since they were the privileged few to get into the pits, they could go absolutely anywhere in the pits. That isn't the way it should be.

MXA: How much different is the FIM organization from the AMA?

W: They don't get that carried away.

MXA: Remember when we were talking about nylon leathers? That was a big furor last year — now what has happened with this?

W: At Carlsbad I saw a lot of riders with nylon leathers, so I don't understand, because according to the FIM the only leathers that are approved are the kind that Heikki uses. That is because the manufacturer has followed the rules to the letter approved by FMN, Federation Member Nation of Finland, to get the FIM to approve it, and they have.

MXA: Does that mean they are approved in every country?

W: In Europe they are approved, period!

MXA: For use in every country?

W: For use in any international event, yet I don't think the leathers Gary Semics had on were approved, and I don't think the leathers Gaylon Mosier had were approved. We didn't even try to wear nylon leathers on the Honda team because of the controversy. The AMA, whether they know it or not, could approve nylon leathers. They could say, we approve these for our riders to wear for an international event, and then it's finished! As I understand the rule, that is what they told me in Europe.

MXA: As you know, we are not having the 500 GP next year.

W: I don't know if you have ever heard of Mr. Brumel — he is the president of the Belgium Federation and is the president of the motocross commission.

MXA: I met him here last year.

W: He goes to all the race tracks and homologates them, which means he approves them for use as a Grand Prix race track. I asked him where the Grands Prix were for next year, and his first comment was that there wasn't one in America. Why? "Because no one wants it." I said I couldn't understand that, and he said that Trippe was working to get it for next year, but he kind of implied that the AMA didn't want it.

MXA: Then there is a question in your mind as to why there isn't one.

W: It isn't very clear why there isn't one!

MXA: I asked Gerrit the same question, and Gerrit said that 16 countries want it but only 12 can have it. It was on a rotation-type schedule. However, he said that doesn't make sense either, since Belgium, because of tradition, and Luxembourg, because of tradition, will always have one, and why are they the chosen few?

W: I think it comes down to if you pay someone off you can get a Grand Prix, and the Americans have a lot of money and they find out how much a promoter made at a Grand Prix and they find out if it is worth it to him or not. In Europe most of the Grands Prix are promoted by a club and by the Federation. They get to promote it because all the big wheels are involved. They are part of the money bunch, so they aren't going to lose their Grand Prix.

MXA: ABC covered this race and we won't be able to see it until probably December.

W: The promoters are really slick devils over there. The guy in Finland who promoted the race — it was a motor club — had already broken even before they even opened the gates because they had sold the advertising space around the race track, and then they almost gave the TV rights away. If you notice Heikki wears a Beaver Jeans jacket sometimes — they are a big company in Finland that makes Levi's, and I think the cost was five grand for seven signs or something like that. The guy was slick, because he said, "It is going to be on TV — one hour plus all the people that come in here, you can't lose, your name will be on TV."

MXA: That is done here too, Goodwin sells sponsors, so does Trippe/Cox. They sold several sponsors, plus ABC paid a chunk to do it.

W: The guy in Finland didn't really have to promote his race to break even. He promoted his race just to have a good crowd there, and he doubled his crowd from last year. Last year in the 500 Grand Prix in Finland they had about 5000 or 6000 spectators and this year they had about 19,000, they said 12,000. The guys are really trying harder. A lot of times in America you find that they keep the race track a secret. You don't know where the race track is, unless you have been there before! It is one of the most closely guarded secrets in the world today. "Where's the race track?" In Italy or anywhere, "Where's the race track?" Motocross? Go right and about three blocks down the street you kick yourself in the ass for bothering to ask, because there are motocross arrows. You can't get lost. I haven't lost a race track yet and I just speak English, and in Europe we have been to a whole bunch of races.

MXA: How does the language problem affect you?

W: I have found that with the people in Europe, you don't have to speak their language. It would help in France, but even they are getting more slack. In

WHITELOCK

most of the other countries they want to try and help you!

MXA: Do you think the 500 U.S. GP thing will be resolved for next year?

W: They had the schedules set up once last year, right at the end of the year, and it got changed, but I think it is a good possibility we won't have it. We will have the 250 Grand Prix at Unadilla and the people in California will say, well, you guys are slighting us, but I personally feel we should have had a 500 GP in Unadilla, not a 250 GP.

MXA: I tend to agree with you. There is room for two GPs in the U.S. of the same class, one in the West and one in the East.

W: I am sure the Europeans won't go for that. What I am saying is that they said you can't have a 500 but you can have a 250. We are going to have a hard time getting ten European starters. Last year I talked to the guys on the Russian Federation who were in the 125, and I asked Kavinov, because his brother had just done very well that day, if he was going to come to America, and the team manager and the jury members said no, that they are a very poor Federation and can't afford to travel that far. It is a shame, because we are so far away and it is so expensive to come here, and as a result we are missing a lot of the really good riders.

MXA: If there were more than one event it would make it easier to justify coming.

W: Then you get shyster guys like this promoter in Canada. Banks is here, right? And he's trying to get more start money out of the guy, and he says, "No, I'll pay you what the FIM says I can pay you to come."

MXA: Banks pays his own way.

W: He pays his own bills and everything. It is no sweat for Roger to say he will go for less start money. "I don't like it, but I'll go," because he has to. Banks doesn't have to, he is not in the World Championship, he is not going for it. He is trying to sell his CCMs and he is trying to make World Championship points, but if it's financially ridiculous for him to go, forget it, he's not going to mess with it. $200 travel compensation (start money) is good in Europe. You can travel pretty far on $200. In America you can't go from here to Canada.

MXA: That is like driving across six countries in Europe. Is that the standard fee, $200?

W: 500 Swiss francs is the normal GP start money.

MXA: Isn't that the reason the International events pay real good starting money — because you don't have to be there, they have to entice you?

W: Brad gets really good start money because he is a very high-ranked American. He's got the Honda and he can come and race with the guys. Roger gets the best because he is the World Champion, and as you get higher ranked you get higher start money. Get two International races within 300 miles of each other that are in two different countries — then you really have it, then you can play them both.

MXA: Who does that, the rider or the agents?

W: Well, Brad has an agent/manager who does that.

MXA: Roger has an agent too.

W: Most of the guys do. You can't do it yourself because a lot of times the international promoters won't even give you a start if you don't have an agent, and if you do have an agent and they don't get along with your agent — too bad, you can't have a start.

MXA: It's just like show biz.

W: The agents, like the one Brad has got, he is super — he gets good start money, he doesn't let the guys jack him around.

MXA: How popular is he in Europe? Do people really root for him?

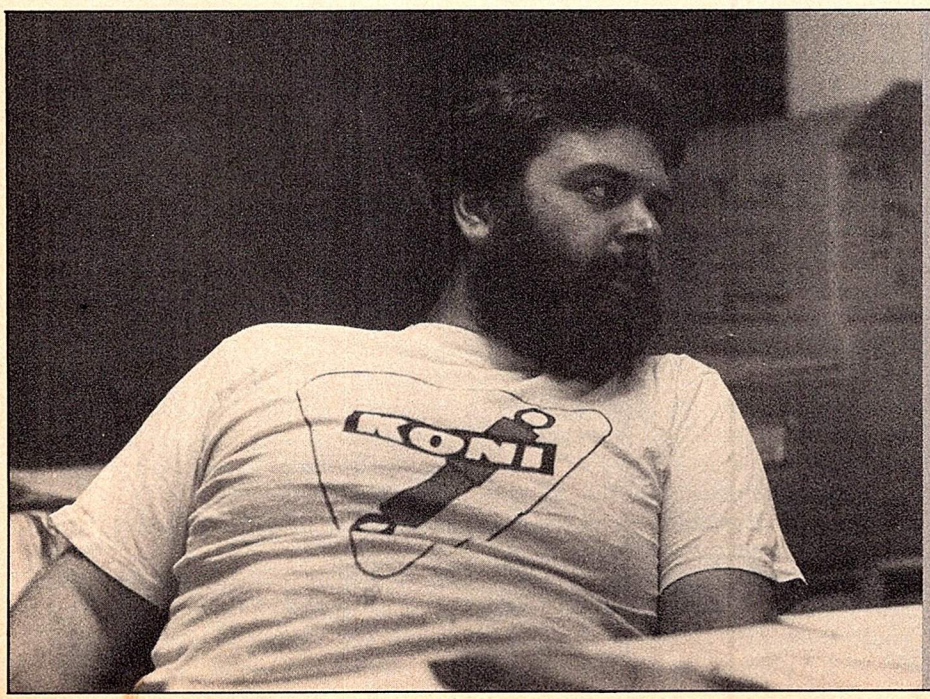
W: We get a pretty good bunch over there. The American Army is there and they go to a lot of motocross races.

MXA: We have a lot of mail from our readers.

W: We have kind of toyed with the idea of trying to get a little bit of a sponsorship from the Army.

MXA: If you don't get them, try the Navy, they saved my life. They advertise in our magazines.

W: We aren't asking for a whole bunch, but when we get it all together what we want to do is get on-base housing and privileges, and then we could be home. They have TV, they have supermarkets, they have everything. It would be real good for us, because living over there,



A lot of people don't realize one thing about Brad Lackey: he is only 23 years old and he is fourth in the world. He is obviously a very good fourth in the world. . . . I thought he was a completely looped-out kid, and now he is just as serious as a heart attack.

you know, sometimes you go crazy wanting to talk to an American.

MXA: Well, right now you are going to go to Canada, then back to Europe. Are you setting things up for next year?

W: No, we have no plans for next year yet. I go to the Trans-Am with Brad, after that I am going to go on vacation, and then I don't know. A lot of people don't realize one thing about Brad Lackey: he is only 23 years old and he is fourth in the world. He is obviously a very good fourth in the world, and if you have been to Grands Prix there really are only four riders who are racing in the front. There is an occasional local superstar who can go for the first five to ten laps, or the first 25 to 30 minutes. But, the four riders who are real Grand Prix riders are Heikki, Roger, Gerrit and Brad. Well, Heikki is 32 or 33, Roger is 32 or 33, Gerrit is 30 and Brad is 23. Who is going to be around the longest? Not to be blowing Brad Lackey's horn, but I think you can look to see Brad Lackey as the World Champion in two years. Another thing people don't even believe when I tell them is that Brad has been riding in Grands Prix for seven years. He started in 1969 and in 1970 he went to Czechoslovakia and for half a season he rode 250 GPs for CZ. Then, in 1971 he went back on the road again for CZ. In 1972 he rode for Kawasaki and won the Big Bike championship. In 1973 he rode for Kawasaki in Europe and then in 1974-'75-'76 he rode for Husky. He has been in Europe a long time. He knows the race tracks.

MXA: He is popular with some of the good people; Roger helped him and sort of took care of him.

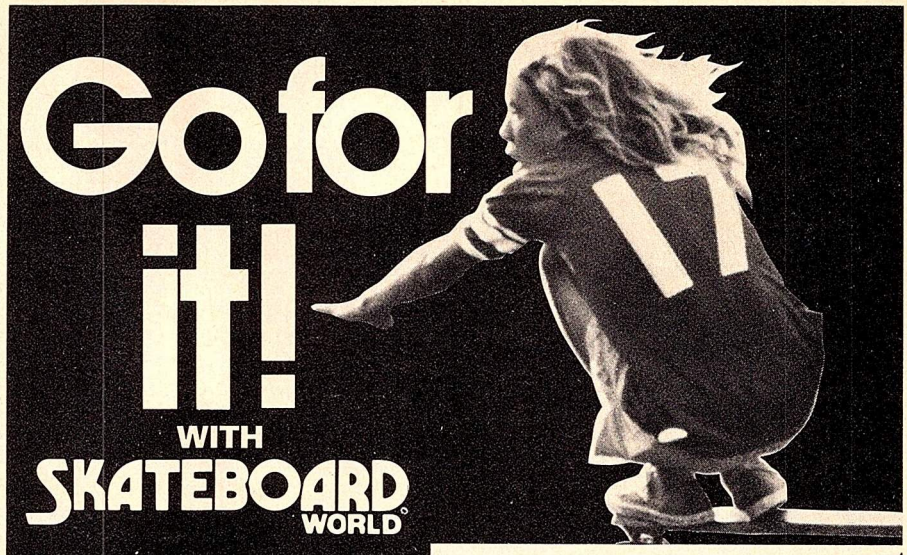
W: Heikki likes him, they are good friends! I think he has paid his dues. There are only two other young riders that I can think of. Graham Noyce, and I found out the other day how old Jack van Velthoven is. Either one of those guys could eventually do it, but I don't think Jack has got it. He is 23 or 24 now and seems a lot older than that. Graham is too young — he is still a crasher kid. So I think that you are looking at a good chance for Brad Lackey to be World Champion next year or two years from now.

MXA: How long have you known Brad?

W: I have known Brad, let's see, I used to work for Kawasaki and knew him when he first started to work for them, and I thought he was a completely looped-out kid.

MXA: He was at one time.

W: And now he is just as serious as a heart attack!



All the excitement of sidewalk surfing from around the corner and around the world. . . . Wheelies, Kick-flips, pool and bowl riding; tips from the pros, people, places, full coverage of competition, plus much, much more.

It's Hot!

SKATEBOARD WORLD
P.O. Box 317
Encino, California 91316

6 issues — $5.00 MX5-11

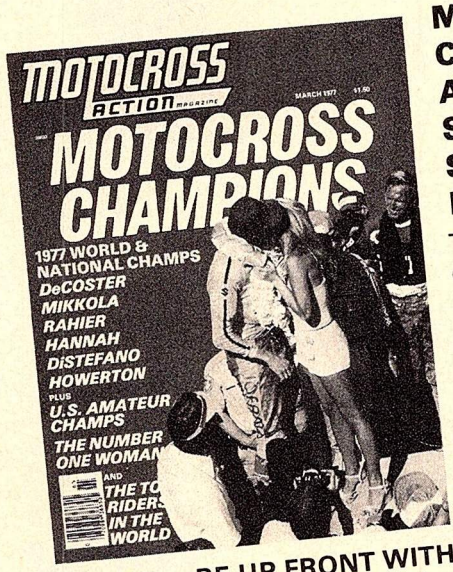
(Please enclose check or money order) Canadian subscriptions add $1.00 additional postage and handling. Other foreign subscriptions add $2.00.

Name _____

Address _____

City _____

State _____ Zip _____



MOTOCROSS CHAMPIONS . . . ANOTHER SPECTACULAR SPECIAL FROM HI-TORQUE.

Think of it . . . an entire year of dust, dirt, danger, thrills, excitement, top competition races, and the greatest collection of Motocross Champions . . . and you will have an inkling of just what's what's between the covers of this colorful, ACTION-PACKED edition . . .

DON'T WAIT . . . BE UP FRONT WITH MOTOCROSS CHAMPIONS Cover the 1977 world & national champs. U.S. amateurs. As well as top women riders & much, much more.

DETACH THIS COUPON AND SEND IN YOUR ORDER TODAY! ONLY $1.50, plus 50c postage and handling for each copy ordered. Please enclose check or money order.

MX5-11

MOTOCROSS ACTION
P.O. Box 317,
Encino, CA 91316

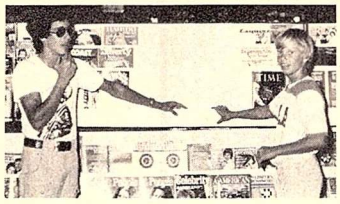
NAME _____

ADDRESS _____

CITY _____ ZIP _____

STATE _____

HAVING A TOUGH TIME FINDING . . . ?



Hey guys,

I live in _____, and I can't get MOTOCROSS ACTION. . . . at
town or city

my local dealer, _____.
dealer name and address

Please get these guys on the ball!

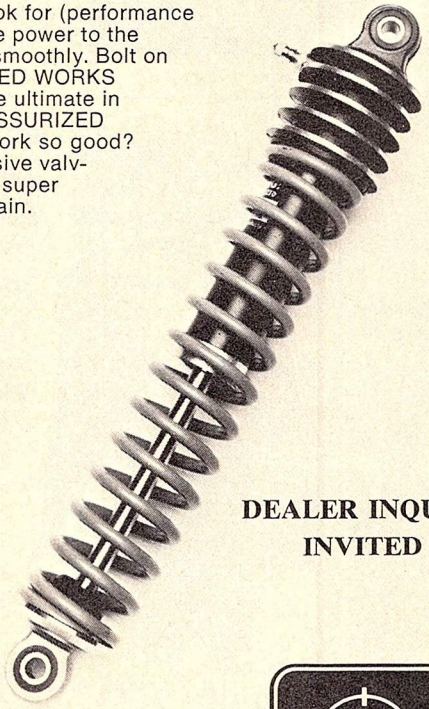
Send to **Hi-Torque Publications, Inc.**
P.O. Box 317
Encino, Calif. 91436

GET THE HORSEPOWER TO THE GROUND

There are two things professionals look for (performance wise) in a shock absorber; Getting the power to the ground, and making the bike handle smoothly. Bolt on a set of the all new GAS PRESSURIZED WORKS PERFORMANCE SHOCKS and get the ultimate in performance. What makes GAS PRESSURIZED WORKS PERFORMANCE SHOCKS work so good? The secret is in the patented progressive valving system. With it, you get a smooth, super controlled ride over the roughest terrain.

SPECIALLY DESIGNED FOR THE FOLLOWING BIKES:

SUZUKI RM A, B, C
MAICO AW, RED FRAME
KTM MINT, MC-5
HONDA CR 125, 250
CAN-AM
YAMAHA TT, XT 500
HUSQVARNA CR, GP, GP 2
BULTACO



DEALER INQUIRY INVITED

$139.95
COMPLETE W/SPRINGS

MOTOCROSS CENTER ALSO DISTRIBUTES THE COMPLETE LINE OF:
THOR ALUMINUM SWINGARMS
POSI-BRAKE SYSTEMS
PJ-1 OILS
PBI GOLD SPROCKETS
JT FILTERS & OIL
PLUS MANY MORE QUALITY PRODUCTS

MX Motocross Center

643 E. ARQUES AVE.
SUNNYVALE, CA 94086
(408) 245-6060

MFG./DISTRIBUTOR OF HIGH QUALITY MOTOCROSS RACING EQUIPMENT

SWISS GP

Continued from page 25

Belgian World Champion Gaston Rahier roosts some Swiss soil upwards toward a French sign. European racing is nothing if not international.

Rahier took control of the second moto immediately with Gote Liljegren second. Gilbert DeRoover was third, but suffered a flat tire on his Beta and withdrew. Gerard Rond came whistling through the pack and passed both Liljegren and Rahier on the outside of a slippery downhill. Rahier was caught totally by surprise, as Rond had always run the inside on that part of the track. The shock only lasted for three laps, and then Gaston gassed it back past the Yamaha to regain the lead. Andre Massant brought the only other watercooled Yamaha in for third. Another Finn was fourth when Gote Liljegren had to stop and switch his bike's petcock to reserve, allowing countryman Matti Autio and Czech Jiri Churavy by on the last lap.

Rahier has a firm command on the 125 World title with a large 50-point lead over Rond, who has an equally large lead over teammate Andre Massant.

RESULTS
SWISS 125 GRAND PRIX

1. Rahier (1-1) SUZ
2. G. Rond (4-2) YAM
3. A. Massant (3-3) YAM
4. G. Liljegren (2-6) KTM
5. M. Autio (6-4) SUZ
6. J. Churavy (7-5) CZ
7. G. Huber (9-7) C-A

CONGRATULATIONS

ALL OF YOU
HAVE HELPED IN THE CREATION OF

M.A.N.

MOTORCYCLE ACTION NETWORK

More than a decade ago, when William R. Golden started BIG BIKE MAGAZINE, he said it would revolutionize the motorcycle magazine publishing industry. It did. After BIG BIKE came CHOPPERS, DIRT BIKE and MOTOCROSS ACTION magazines, designed and targeted to capture the realism, excitement and color of the true spirit of motorcycle sports. They did. The introduction of M.A.N. proves it.

VITAL STATISTICS?

M.A.N. boasts more readership than CYCLE, CYCLE GUIDE, CYCLE WORLD, MOTORCYCLIST, in fact more than any other Motorcycle Magazine.

There's More, Lots More: **M.A.N.** isn't only
1 in Readership, it's also
1 in Buying power
1 Male audience (17-34)
1 Motorcycle Purchases (New)
1 Street Registrations
1 Dirt Registrations
1 Accessory Purchases

(J.D. Powers Reader Survey)
Available upon request.

PUT IT ALL TOGETHER
AND M.A.N. IS THE MOTORCYCLE MARKET

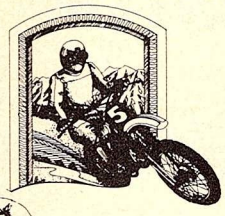
Find out more, contact M.A.N.'s Executive Vice President, Jeff Sumner at (213) 981-2317.

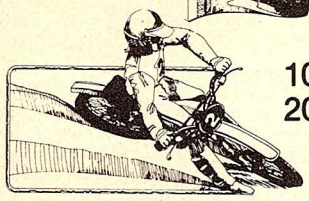
P.O. BOX 175
Vacaville, Ca 95688

SILK WORM GRAPHICS .... Offers

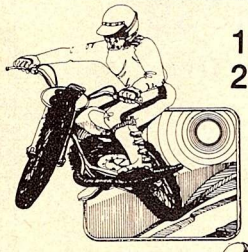
FULL COLOR
Silkscreened Artists Designs
Available in Top Quality
TEE SHIRTS & TANK TOPS

101
201





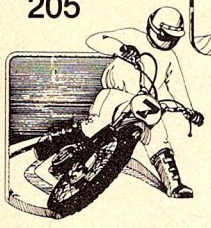
102
202



103
203

104
204

105
205



4.95 plus 50c handling

For an additional $1.00 we will add your Bike Brand Name.
Specify Below.
To Order Write Quantity & Size (S, M, L, XL) Before Design No.

Tee = _____101_____102
_____103_____104_____105
Tanks = _____201_____202
_____203_____204_____205

_____
Bike Brand Name

Name_____

Street_____

City_____

State_____ **Zip**_____

Send Check or Money Order
SILKWORM GRAPHICS
P.O. Box 175, Vacaville, Ca 95688

ITALJETS

Continued on page 29

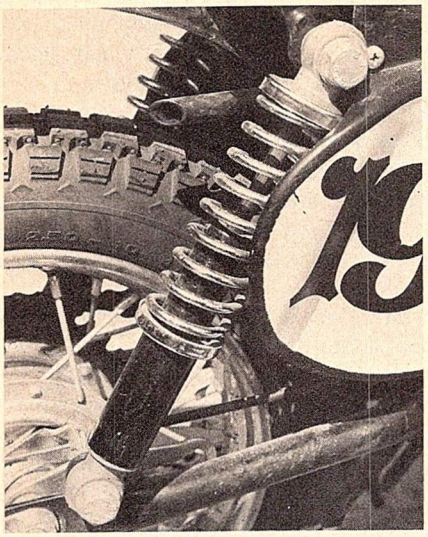
handlebars are not adjustable. The bars fit in one position and one position only. The footpegs are rubber-covered, and this is one bike on which we approve of rubber footpegs. The majority of the accidents that we saw little kids have were one-mph "Laugh-In" fall-overs, and the rubber pegs are blunt enough for this.

The bikes come with working kill buttons and nice-looking plastic number plates. In the past the fenders and number plates were made out of metal. The bike has a tiny little air canister with an air filter that looks like it came off of a Lilliputian air conditioner unit. Your Italjet dealer can get a replacement foam donut to fit inside. Throw the Lilliputian air cleaner farther than Gulliver can reach. Working on the bike is a snap. Jody was able to split the cases on one in the workshop and put it back together again with few hassles. In less than an hour!

LOOKING DOWN

The MXA crew thought that the Italjet minis were the greatest pit bikes they had ever had, even if we did have to push them up hills. But rarely have

Jody preferred the ten-incher and could do power slides like this for 50 feet.



The stinger exits behind the shock. The shock makes more noise than the engine.

we seen so many little kids go into ecstasy at the mere sight of a bike. Kids who were scared off of their parents' big bikes clambered all over the Italjets. To all our readers between the ages of three and eight, this test is for you, but to all our older readers, who think their pit bikes are hot, this is really for you. Miniaturization wins out over trickness every time.

The Italjets were so popular that if we printed a list of the names of the people who stole a ride on one while we were testing them, you'd be impressed. But, never let it be said that we would stoop to using the names of three-time National MX champions, Swedish motocross stars or Baja 1000 winners to influence our readers.

SPECIFICATIONS

Make	Italjet
Model	M5B/MM5B
Country of Manufacture	Italy
ENGINE	
Type	Two-stroke, air-cooled
Bore & Stroke	38mmx42mm
Displacement	47.6cc
Compression Ratio	1:6.5
Carburetion	Dellorto SHA 14/12
Ignition	Bosch magneto
Lubrication	Pre-mix, 20:1
TRANSMISSION	
Type	Automatic
SUSPENSION	
Front	Spring-dampened
Rear	Spring-dampened
Travel	Minimal

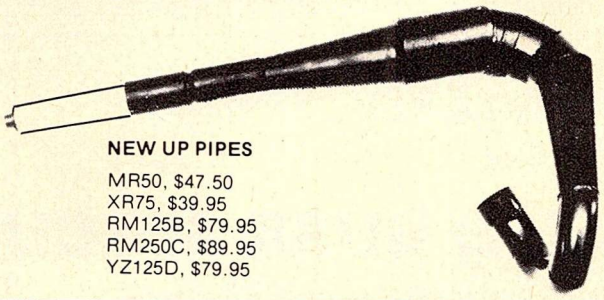
WE'RE FIGHTING FOR YOUR LIFE

Reduce If Overweight

American Heart Association

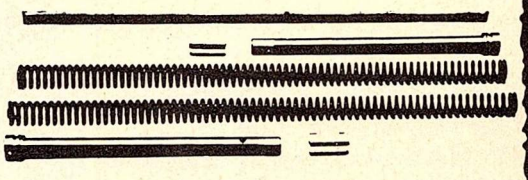
CH PERFORMANCE PRODUCTS
7633 Winnetka,
Canoga Park, 91306
213/998-7250

GEAR UP FOR FALL
autumn specials

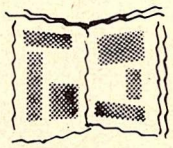


NEW UP PIPES
MR50, $47.50
XR75, $39.95
RM125B, $79.95
RM250C, $89.95
YZ125D, $79.95

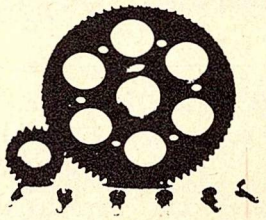
AL BAKER FORK KITS
YZ125D
RM125A&B
RM250-370
CR125
ALL $59.95
YZ&RM80, $34.95
OTHERS AVAILABLE



NEW PRODUCTS!!!
MOTOTEKS, $59.95
MINI FORK BOOTS, $8.95
MINI DUCKBILLS, $12.95
ARNACO SHOCKS, $132.95



CATALOG $2.00



STRAIGHT CUT PRIMARY GEARS
YZ80, $109.95
YZ125, 139.95

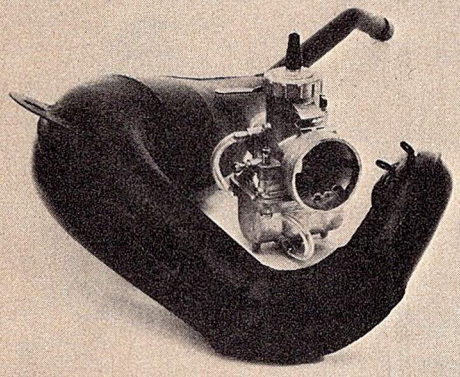
DEALER INQUIRIES WELCOME

Please give generously to the
American Heart Association

We're Fighting for Your Life

MORE POWER FOR RM125Bs

MOTO-X FOX now has available to you the same pipe PAT RICHTER used on the 125 National Championship Circuit. Pat was Top American at the 125 U.S. Grand Prix with this pipe, and FRANK STACY in his first MOTO-X FOX sponsored ride took 3rd American placing. This pipe not only sets new standards, it works!



#34-1730 ..... **$84.95**

Also available, 34mm Mikuni Carb Kit for RM 125B, with extra jets included.

#34-0001 ..... **$39.95**

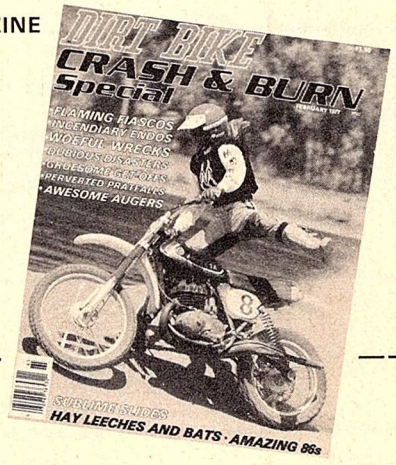
California residents add sales tax.

MOTO-X FOX

520 McGLINCY LANE,
CAMPBELL, CALIF. 95008
(408) 371-1221

NOW AVAILABLE . . .
The All New
CRASH & BURN SPECIAL

from the Editors of DIRT BIKE MAGAZINE



DON'T MISS THIS ONE . . .

IT HAS ALL THAT YOU EXPECT FROM CRASH & BURN AND MORE

CRASH & BURN 1977
P.O. Box 317, Encino, California 91316

Please enclose $1.50 plus 50c postage & handling. Make checks payable to Hi-Torque Publications, Inc.

MX5-11

Name _____
Address _____
City _____
State _____ Zip _____

125 NATIONALS

Continued from page 43

Hannah was virtually eliminated with his 17-point disadvantage, while Glover and LaPorte were separated by a slim ten points. Yamaha entered five riders, most of whom were going to be riding 125s for the first time. Rumors that they were there to block LaPorte were stopped by a firm AMA official, Mike DiPrete, who lectured them on the rule book.

Steve Wise and Pat Richter pulled a dual Moto-X Fox holeshot in the first moto, but were both penalized for jumping the gate. Richter crashed hard

Steve Wise and his good-lookin' girlfriend relax before the Houston National, where Steve went 2-2.

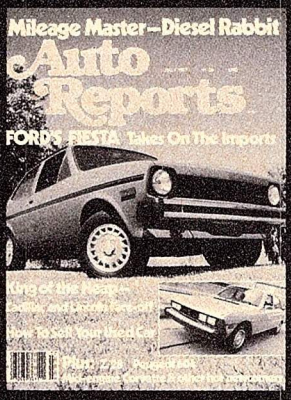
two laps later, but Steve was set back to 15th place from his fifth-place finish. Glover quickly came by to take the lead and disappeared with the moto win. Hannah took over second with LaPorte third. That was the story as Glover gained five points on LaPorte for the series title and Hannah was now 15 points back, and all but out of it.

Bob Hannah will never ever be able to say that he has always gone all-out and never given an inch, because he gave Broc Glover the second moto with one lap to go. Hannah was 25 seconds ahead of Glover, who was 20 seconds ahead of LaPorte. If they had finished in that order in the second moto, Hannah would have won his fourth 125 National this year and Danny LaPorte would have won his first 125 National Championship for Suzuki. But it was not to be. Under orders from someone at Yamaha, Keith McCarty, Hannah's mechanic, held out a pit board that told Bob to let Broc Glover win the race. In less than two laps Bob Hannah went from 25 seconds ahead to second place, and Broc Glover went from second for the day and second for the season to first and first. Glover is the 125 National Champion.

Results: 1. Broc Glover (1,1) Yam; 2. Bob Hannah (2,2) Yam; 3. Danny LaPorte (3,3) Suz; 4. Mike Bell (5,7) Yam; 5. Warren Reid (7,6) Hon; 6. Mark Barnett (9,5) Suz; 7. John Savitski (10,8) Suz; 8. Steve Wise (15,4) Hon; 9. Rick Burgett (12,9) Yam; 10. Chuck Sun, Hus.

WANT ALL THE FACTS BEFORE YOU BUY . . . GET

Auto Reports



Cover-to-cover, AUTO REPORTS is packed with indispensable facts, fundamentals, exclusives, photos and the most informative up-to-the-minute information on the WHOLE automotive industry!

COMPLETE ROAD TESTS of some of the world's most exciting automobiles.
PREVIEWS of Detroit's new model lineups.
SPECIAL FEATURES on subjects ranging from handling dealer warranty problems to investigative reports on alternate power sources.

AUTO REPORTS is the only magazine written and edited exclusively for the automotive consumer.

SUBSCRIBE TODAY!

AUTO REPORTS MX5-11
P.O. Box 317
Encino, California 91316

6 ISSUES – $5.00
(Please enclose check or money order)
Canadian subscriptions add $1.00 additional postage and handling.

Name _____
Address _____
City _____
State _____ Zip _____

MAINJET

Continued from page 7

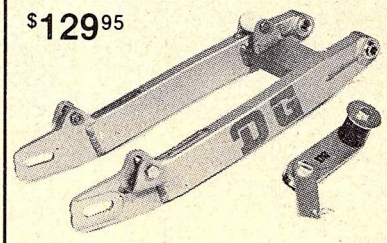
across the way . . . DICK MILLER, HOW'S YOUR LEG? A young, husky guy with gloves on was walking toward me, but I didn't recognize him. Before I said anything, he explained that he raced desert and motocross and I didn't know him, but he knew who I was. After I explained my dilemma, he asked if the wheels were Jackmans, since he had unloaded them a while ago and knew where they were. I asked him if he could get them on the conveyor belt for me, and told him that I'd go back downstairs. "No problem," he said, so I went back down to Package Express. Since I didn't have a number and there were a lot of new people waiting, I climbed back over the counter and started pulling the baggage off the conveyor so it would move. One of the baggage handlers shuffled over and said that he was about to take care of it, and I had to get back over the counter. After I left he shuffled off again and sat down. I waited about ten more minutes and was getting pretty hot. Just when things looked hopeless, the guy from door 29 came walking through a door with the four wheels on a hand cart. I couldn't believe it! I thanked him and asked his name. It was Steve Juarez. He asked me to tell Bob to give him a ride in the truck after he got it. I said that rather than waiting to see it at the Superbowl the next night, it was right outside the door, now!

At this point it was 20 minutes to nine and I had 30 miles through Friday night L.A./Hollywood traffic to get to Mark C. Bloome. What the hell — the truck had Bob Hannah's name on the side. I was one minute late! Alex was closing up the place when I arrived, so I asked him what time in the morning would be good, since I was supposed to have the truck at the Coliseum at 8:30 a.m. He said he'd rather do it now, and then proceeded to jack up the truck and get it done. I wasn't allowed to help because of insurance reasons. He finished the job in about 40 minutes or so with the sweat pouring off of him (it was 85 degrees) and his white shirt stained from his efforts. When I went to pay him he wouldn't take my money — he said I could buy the beer.

The next morning I followed Rick (driving Hannah's truck) to the Coliseum and got it on the field on time and ready for the evening's presentation to Bob. Had it not been for Steve at Greyhound, Alex at Mark C. Bloome and a little help from my friends, just when things were darkest and out of hand, I'd still be mumbling to myself and dreaming about Indonesian baggage clerks.

No. M1-A
DG PERFORMANCE SPECIALTIES INC.

New Generation mini RM80 YZ80 XR75
Swing Arm Lay-Down Type Only
$129.95



All Aluminum!

Gives you eight inches of swing arm travel by running the 13.4 long-stroke shock. Lightweight yet super strong heat-treated. stress-relieved. high quality aluminum alloy anodized to a bright gold finish. All DG Swing Arms include Bronze Bushings and a Chain Tensioner.

RM80	341-504-01-0	All DG Minicycle Products
YZ80	220-504-01-0	Meet NMA Rules and
XR75	102-504-01-0	Specifications

BOOK OF TRICKS
DG's CATALOG OF PERFORMANCE PRODUCTS — SEE OUR SPECIAL "MINI" SECTION. ORDER YOURS TODAY!
ONLY $2.00

1170 VAN HORNE • ANAHEIM, CA 92806 • 714/630-5471

COMP CROSS ACCESSORIES

CODs Require 25% Deposit. Cashier's Check or M.O. shipped same day. California residents add 6% sales tax.
*** When ordering leathers, please give waist and inseam length to the top of the ankle for proper fit.**

CHECK OUR PRICES

New-"Bowman" 40 Channel CB's . . . . . $79.95 (Complete Ready to Install)
Norstar or Munari Team Jerseys- $12.95
*With Your Name on the Back . $15.95
"Special" Norstar Rough Sole Boots . . . . . $14.95 Sizes 4 to 8 Only
Norstar Nylon/Leather Team MX Pants- . . $89.95 Lined-Removable Knee Cups etc.
Works Performance Gas Shocks W/Springs $129.95
2" Web M/C Tie-Downs $6.95
KTM/Penton Super Pipes (250 or 400) $69.95
Improves Performance-Broadens Power Band
Lectron Carb Kits for KTM/Penton $63.50
Oakley Grips both "I" & "II" $3.00
Cable Keeper Number Plates (Works Plates) $3.95
Jofama MX Gloves (The Best) . $18.95
Scott Goggles & Face Mask-Combo . . . . . $14.95 (Your Choice of Colors)
Bell "RT" Helmets (Red or Blue Only) $36.95

COMP
P.O. Box 1182
Downey, CA 90241

BEAUTIFUL SILVER HAND-ENGRAVED BUCKLE WITH BRONZE OVERLAID DIRT RIDER. FITS 1½" BELT.

Be the first to own this EXCLUSIVE design.

Only $16.95.

PLUS PRODUCTS, INC. MX5-11
P.O. Box 14945, Las Vegas, Nevada 89114

Please send_____buckle(s). I have enclosed $16.95 plus $1.00 postage & handling for each buckle ordered. Canadian orders add an additional $1.00, other foreign add $2.00.

Name _____
Address _____
City _____
State _____ Zip _____

MOVING?

Use this form to notify us at least six weeks before you move.

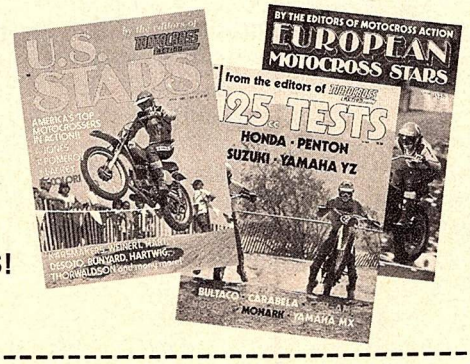
Please attach, in this space, the label from a recent issue to insure proper address corrections.

Mail to: **MOTOCROSS ACTION MAGAZINE**
Subscription Dept.
P.O. Box 317, Encino, CA 91316

NEW ADDRESS:
Name_____
Address_____
City_____
State_____Zip_____

DYNAMIC MOTOCROSS SPECIALS . . .

GET ONE OF THESE ONE TIME ONLY MOTOCROSS SPECIALS . . . TRULY COLLECTOR'S ITEMS!



BUY TWO — GET TWO FREE MAGAZINES!

HI-TORQUE PUBLICATIONS, INC. MX5-11
P.O. Box 317, Encino, California 91316

Name _____
Address _____
City _____
State_____Zip_____

☐ MOTOCROSS CHAMPIONS #1	$1.50
☐ MX TRANS-AM	$1.50
☐ 125 TESTS	$1.50
☐ EUROPEAN STARS	$1.50
☐ U.S. STARS	$1.50

Plus 50 cents each edition for postage and handling. Send all 5 titles. I have enclosed $7.50 plus $2.00 postage and handling. These are limited editions, so hurry . . . return this order form to us TODAY.

JODY'S BOX

Continued from page 8

Bernie sat just across from me in art class during the third period. He had on his best pair of white cords and a nice pinstriped Arrow shirt. I dropped by his desk just before the bell rang and accidentally spilled a bottle of India ink down the front of him. The next day in the lunch room I dropped a tray of Sloppy Joes on his lap. On Friday I caught him crossing the street on the way to school and roosted mud on him with my VW micro-bus. Bernie went into immediate social shock. He was out of sorts. He lost his knack with the girls and even got detention on Friday afternoon for being out in the hallway without a pass. I had neatly slipped a wad of gum on his English class seat just before he sat down. He was trying to find an ice cube to get it off when Vice-Principal Morris Brecker caught him out in the hall. Bernie was traumatized. If he couldn't dress right he couldn't live right.

My plan was working perfectly. On Sunday while he was at the riders' meeting I stole all of his favorite grubby riding gear and hid it in the back of my bus. Then, while everyone looked suspiciously at each other when it was discovered missing, I graciously offered to let Bernie wear some of my stuff. I had gone into hock to get this spare equipment especially for the occasion. When I was through loading chest protectors, new leathers, nylon jerseys, Full Bore boots and a duckbilled helmet on Bernie, his eyes had glazed over and he didn't know where he was.

It was no contest that Sunday as I smoked both motos and left Bernie in the dust. He couldn't adjust to the sudden and total reversal in his lifestyle, and his brain fritzed out. Bernie gave up motocross the next weekend, quit the prom committee, dropped out of school and joined a Hari Krishna commune a month later. Whenever I'm in New Mexico on my way to a National I drop in and say hello to him and his family.

Of course, it is hard to recognize him with his head shaved, sitting cross-legged on the ground with 20 other followers beating a tambourine. But he is the only one with a clean white robe.

Perform a death-defying act.
Stop smoking.
Give Heart Fund
American Heart Association

MOTOCROSS Classified

RATES FOR READERS: 20 words for $2.00. 25c each additional word.

COMMERCIAL RATES: 30c per word: Minimum $10.00.

Only one ad per advertiser permitted at these rates in any one edition; maximum of 50 words. No invoicing; payment must accompany orders, including firms on account with display advertising. No commissions, frequency rates or discounts. Ads accepted on the condition that advertiser agrees to refund readers' money promptly if shipment is delayed and reader requests refund, or if merchandise is returned in good condition in reasonable period of time). Display style ads permitted in classified section at display advertising rates.

MOTORCYCLE SALVAGE SHOP FOR SALE. Profitable, one-man operation located near beach. Has large inventory of motorcycle parts. Owner will train and finance on very reasonable terms. P.O. Box 40405, Santa Barbara, California 93103.

STICKERS — STICKERS — STICKERS. Ten assorted colorful racing stickers. Champion, Hooker, etc. All different. $1.00 cash, or check payable to Rick Luka. Send to: STICKERS, 5854 W. Newport, Chicago, Illinois 60634.

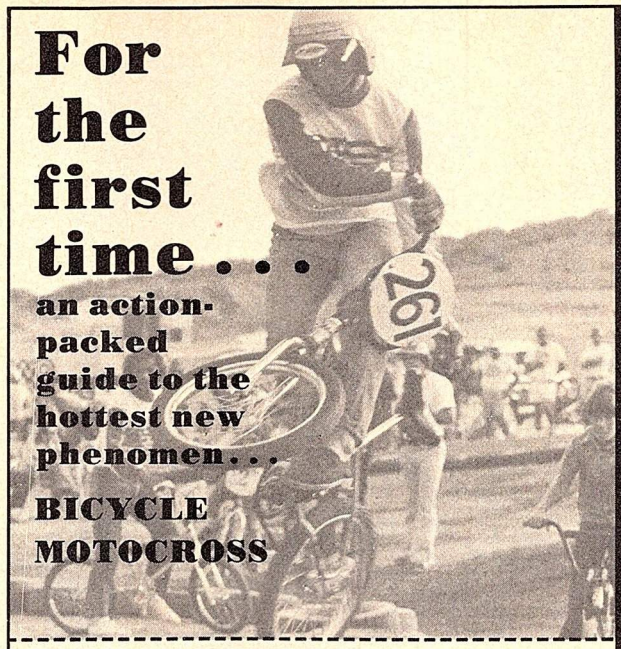
INDEX TO ADVERTISERS

Aaen Engineering 19
AJ Racing Products 7
Alliance American Antique 14
American Motorcycle Institute 16
AMF Harley-Davidson Motorcycles ..48, 49
Auto Reports 71
Bel-Ray Co Inc. 4
Bicycle Motocross 73
Buckle & Blade 19
Can't Find Issue 66
Change of Address 72
Color Posters 62
Competition Motocross 71
Crash & Burn 70
Cross-Up 2, 3
DG Performance 16, 71
Dirt Bike Calendar 12
Gold Belt & Winners 13
JT Racing Inc. 9, 75
LOP 19
M.A.N. 67
Motocross Action Back Issues 73
Motocross Action One Shots 72
Motocross Action Subscription Ad 15
Motocross Center 66
Motocross Champs 65
Moto-X Fox 70
No. American School of M/C Repair 12
Performance Products 69
Plus Products Buckle 72
Plus Products Gifts 17
Protopipe Exhaust Systems 18
R&R Cycle 7
Silkworm Graphics 68
Skateboard World 65
Skateboard World T-Shirt 18
Steve's Bultaco 12
Sun Metal Products Inc. 11
Toyota Motor Sales 76

For the first time . . .

an action-packed guide to the hottest new phenomen . . .

BICYCLE MOTOCROSS



Filled with thrills of BMX competition coverage. Tips on everything you ever wanted to know about bicycle motocross — the tracks, new equipment, the top riders, and . . . more.

DON'T MISS THE EXCITEMENT OF . . . BICYCLE MOTOCROSS Order Today — $1.50

BICYCLE MOTOCROSS

P.O. Box 317, Encino, California 91316

Please enclose a check or money order for $1.50 plus 50 cents postage and handling. Make checks payable to Hi-Torque Publications, Inc. MX5-11

Name _____

Address _____

City _____

State _____ **Zip** _____

MOTOCROSS ACTION MAGAZINE

BACK ISSUES

July 73	Pierre Karsmakers	Jan. '75	Elsinore Fork Kit
Aug. 73	How to Learn MX	Feb. '75	Magnetic Inspection
Sept. 73	Maico 450	March '75	FMF Porting
Oct. 73	GP Riders	April '75	SUDCO Carb Kit
Nov. 73	Yamaha YZ	May '75	Dallas Super Cross
Dec. 73	Marty Tripes Wonderboy	June '75	Florida Series
Jan. 74	Grand Prix	July '75	Be a Motorcycle Mechanic
Feb. 74	Montana MX	Aug. '75	Convert TM Suzuki
Mar. 74	Biggest Race	Sept. '75	Adjust your Chain
April 74	Combat Wombat	Oct. '75	Skunk Works Suspension
May 74	The Sang Gang Takes Over	Nov. '75	MX Superbowl
Aug. 74	DeCoster Interview	Dec. '75	World and Nat. MX Champions
Sept. 74	Yamaha Moto Shock	Jan. '76	Shot-Peening
Oct. 74	Czech Nabs Super Bowl	Feb. '76	Trans-Ama
Nov. 74	DeCoster at U.S.G.P.	March '76	ROY Marty Smith
Dec. 74	125 World Cup	April '76	Convert Old Husky
		May '76	Trans-Ama

Circle desired issues. Enclose $1.00 plus 50 cents postage and handling for each copy ordered.

Hi-Torque Publications
Back Issues Dept.
P.O. Box 317, Encino, CA 91316

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

MX5-12 **Enclose entire ad**

Berm Shot

"I thought you said turn right at the first turn."

JT WORLD CHAMPIONSHIP MOTOCROSS Gloves Patent No. 240,975

Used by more Pro's than any others:
BOB HANNAH — 1977 National Champion 125cc
HEIKKI MIKKOLA — 1977 World Champion 250cc
GASTON RAHIER — 1977 World Champion 125cc

JT ADULT GLOVES — Sizes 8, 9, 10, & 11

JT Champion — Orange, White Leather/Black Backing, Fully Padded
JT Black and White — Black, White Leather/Black Backing, Heavily Padded Goat Skin $28.85
JT Mikkola I — Red Leather/Black Backing (Lightly Padded) $28.85
JT Mikkola II — Blue Leather/White Backing (Fully Padded) — JT's BEST $32.85
JT American — Red, White and Blue Leather/White Backing (No Padding) $24.95
JT Team FMF — Red Leather/Yellow Backing (Inside Padding) $24.95
JT Team DG — Blue Leather/Yellow Backing (Inside Padding) $28.85
JT Champion II (Orange, White/Black Backing) ... $24.95
JT Team Yamaha — Black Leather/Yellow Backing (Fully Padded) $32.85

JT WFO JERSEY — All acrylic fabric absorbs like cotton but doesn't shrink or fade. Padded elbows and double yoke.

Solid colors: Red, blue and yellow
Combination colors:
Yellow yoke/sleeves — white body
Red yoke/sleeves — white body
Blue yoke/sleeves — white body
Red yoke/sleeves — yellow body
Blue yoke/sleeves — yellow body
Adult sizes s, m, l and xl $15.95
Boys sizes s, m and l $13.95

CUSTOM AMA REGULATION SIZE LETTERS/NUMBERS APPLIED

Name (10 letter limit) ..... 85¢ letter
Number ..... $1.75 number
SORRY no COD orders on custom lettering

Name on Knuckle (7-letter limit) ..... $ 5.00

JT Racing USA

JT UnLEATHERS — WORLD'S BEST NYLON/LEATHER COMBINATION PANT

COPIED BY ALL: EQUALLED BY NONE — APPROVED FOR AMA PROFESSIONAL MOTOCROSS

ADULT MX PANTS — Sizes 28", 30", 32", 34", 36", 38"; Mikkola Replica — Red, Blue/White Stripe; Team Yamaha — Black, Yellow/White Stripe; Team FMF, Maico — Red/Yellow Stripe; Team DG, Husky — Blue/Yellow Stripe; Team Bultaco — Black, Red/Yellow Stripe $94.95
Team Honda — Red/Blue/White Honda Letters $94.95

Custom Lettering on Rear — $2.00/letter

JT Team Leg Logo — $4.00/ea.
JT Team Logo on Rear — $5.00

ALL NEW COLOR CATALOG FOR 1977 — $2.00

COUPON

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
ITEM _____ SIZE _____ COLOR _____
ITEM _____ MODEL _____ YEAR _____
NAME APPLIED _____ NO. APPLIED _____ AMT. ENCLOSED _____

☐Master Charge ☐American Express ☐BankAmericard # _____
Exp. Date _____. Send Money Order to avoid delay in shipping. Calif. residents add 6% sales tax. Will ship COD same day. All foreign orders add 10% shipping charges and must be prepaid in U. S. currency. For Super-fast delivery call us un-collect (714) 479-9696.

JT Racing Imports, Box 10, Bonita, CA 92002

NOV. MXA **Dealer Enquiries Invited**

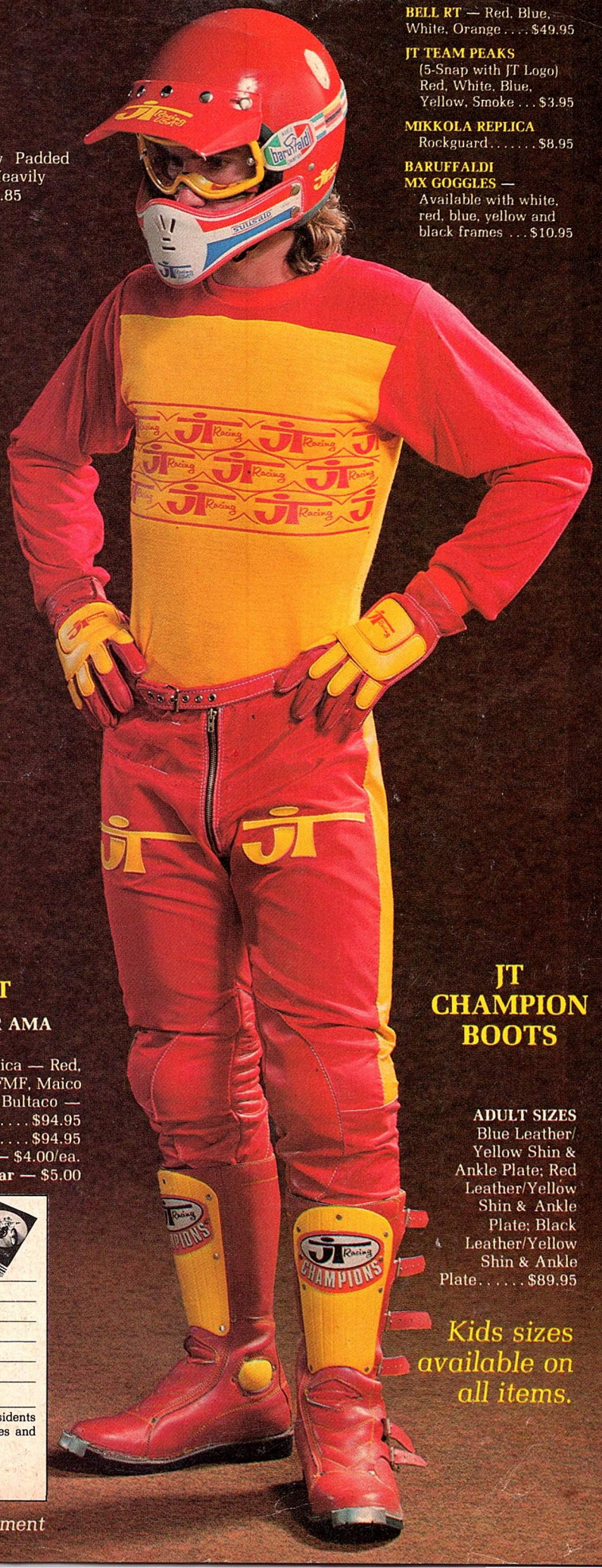
Sole U.S. Importer for SUNSALO *Motocross Equipment*

BELL RT — Red, Blue, White, Orange $49.95

JT TEAM PEAKS (5-Snap with JT Logo) Red, White, Blue, Yellow, Smoke ... $3.95

MIKKOLA REPLICA Rockguard $8.95

BARUFFALDI MX GOGGLES — Available with white, red, blue, yellow and black frames ... $10.95

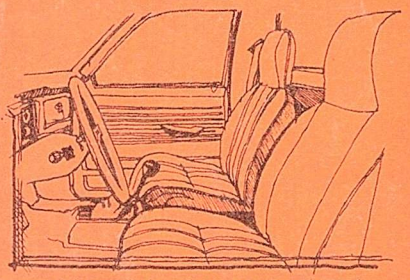


JT CHAMPION BOOTS

ADULT SIZES Blue Leather/Yellow Shin & Ankle Plate; Red Leather/Yellow Shin & Ankle Plate; Black Leather/Yellow Shin & Ankle Plate $89.95

Kids sizes available on all items.

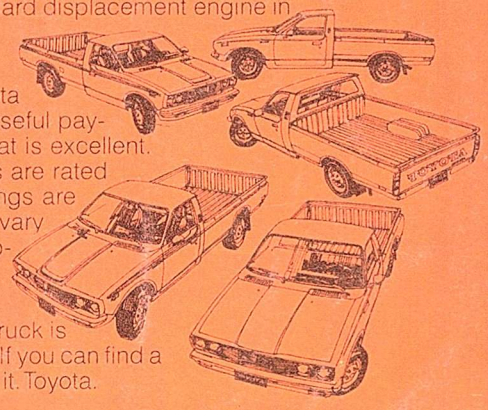
YOU HAULERS.



Tough Toyota Trucks. Five different models built for the long haul. Standards. Long Beds. Sport Trucks. Each offers the driving fun you thought you could only get in a sports car. Each offers a long list of standard equipment, and a durable base for the loads of personal options and accessories available for Toyota Trucks. There're lots of ways for you to go with a Toyota.

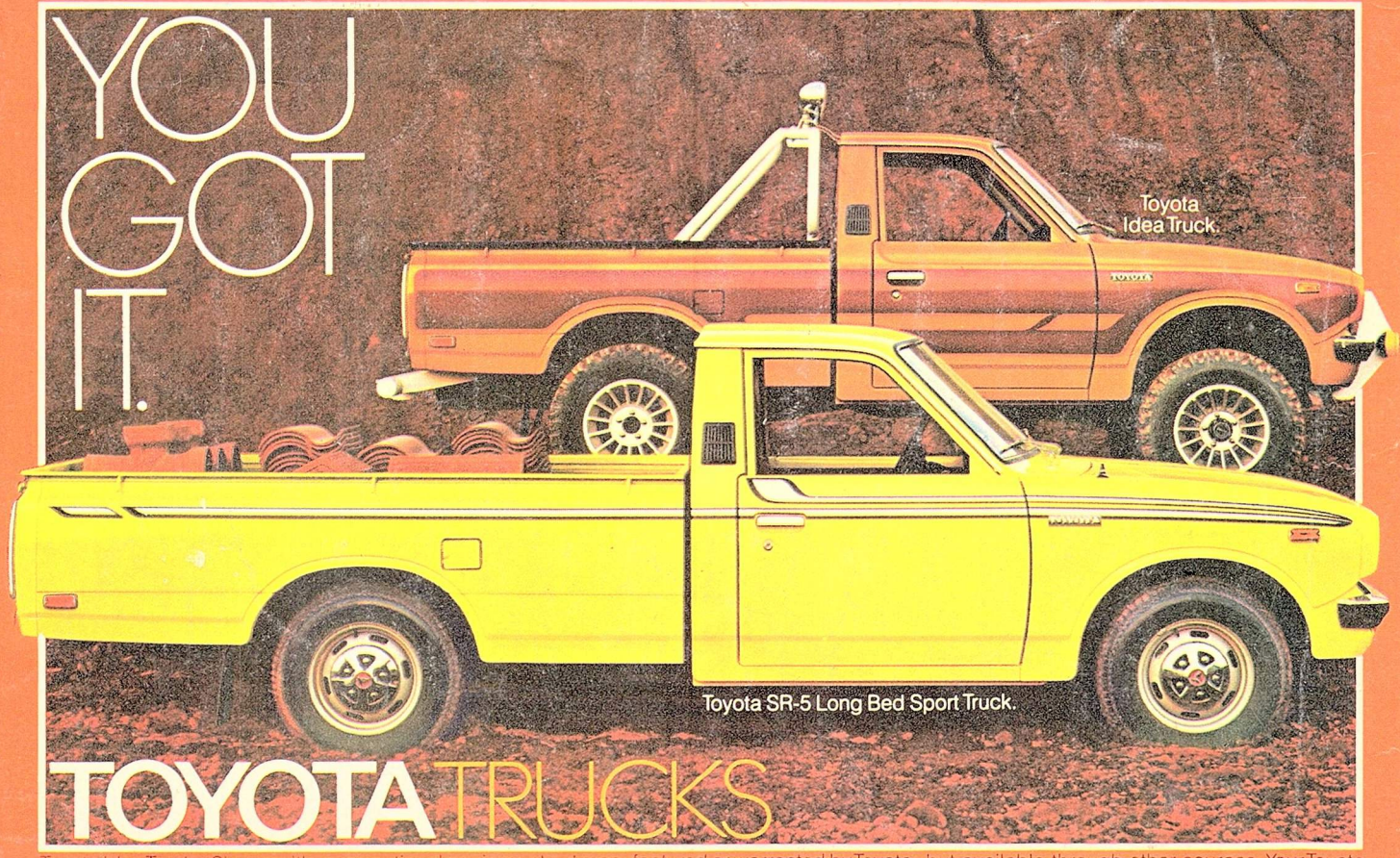
The SR-5 Sport Truck recaptures sports car fun. The interior features hi-back bucket seats, tinted glass, wall-to-wall carpeting, and a smooth shifting, 5-speed overdrive transmission. The suspension geometry has been redesigned for a more "car-like" ride without sacrificing truck utility. Performance is delivered by a 2.2 liter, single overhead cam power plant—the largest standard displacement engine in its class. In a Toyota Truck you can really "haul."

More practical than a sports car. The Toyota Long Bed Truck has a bed over 7' long, a useful payload of 1100 pounds, and gas economy that is excellent. All Toyota trucks with manual transmissions are rated at 34 mpg highway, 24 city. These EPA ratings are estimates. The actual mileage you get will vary depending on your driving habits and your truck's condition and equipment. California and EPA designated high altitude ratings will be lower.



Find "yourself" in a Toyota Truck. Everything you've been looking for in a truck is in a Toyota. Choice. Trick equipment. Economy. Durability. That's why we say, "If you can find a better built truck than a Toyota...buy it." You asked for it. "You" haul it. You got it. Toyota.

YOU GOT IT.



TOYOTA TRUCKS

Toyota Idea Truck. Shown with some optional equipment not manufactured or warranted by Toyota, but available through other sources. Your Toyota dealer can help you with your own Toyota Idea Truck. ©Toyota Motor Sales, U.S.A., Inc., 1977